

88 00822

8/4/87

Residential Areas Specific Plan

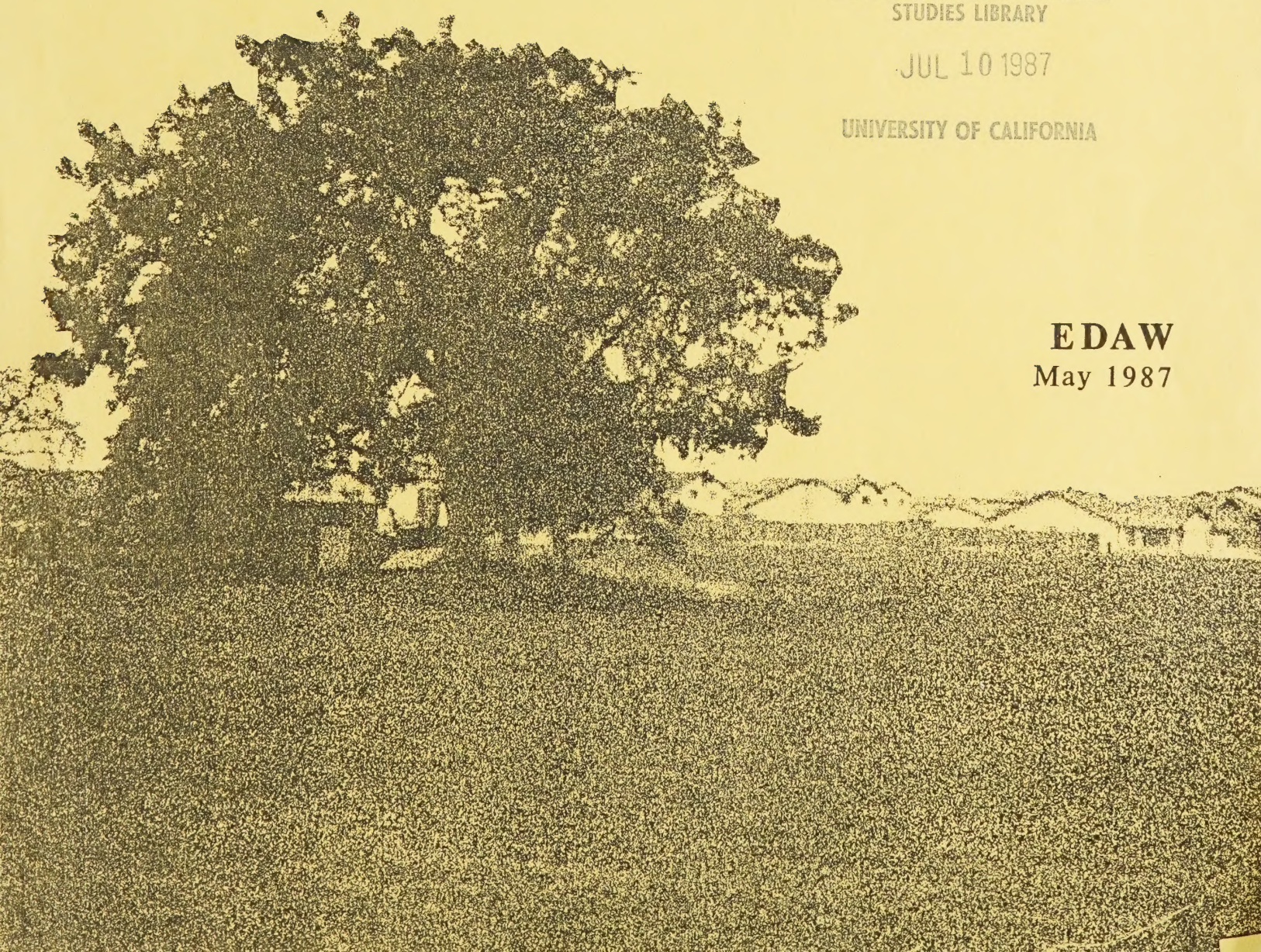
Tracy, California

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JUL 10 1987

UNIVERSITY OF CALIFORNIA

EDAW
May 1987



TRACY RESIDENTIAL AREAS
SPECIFIC PLAN

Prepared for the
City of Tracy

by
EDAW, Inc.

In Association With
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

May 1987

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

Table of Contents

	<u>Page</u>
1. INTRODUCTION	1-1
1.1 Planning Area Location and Description	1-1
1.2 Purpose and Intent of the Specific Plan	1-5
1.3 How to Use the Specific Plan	1-6
2. SPECIFIC PLAN GOALS AND OBJECTIVES	2-1
3. THE DEVELOPMENT PLAN	3-1
3.1 Land Use Concept	3-1
3.2 Circulation Concept	3-10
3.3 Parks and Open Space	3-10
3.4 Storm Drainage Concept	3-13
3.5 Utilities Concept	3-13
3.5.1 Wastewater System	3-14
3.5.2 Municipal Water System	3-17
3.5.3 Solid Waste	3-19
3.5.4 Gas and Electric	3-19
4. DESIGN GUIDELINES	4-1
4.1 Land Use	4-1
4.1.1 Residential Development	4-1
4.1.2 Commercial Development	4-5
4.1.3 Public Facilities	4-9
4.1.4 Public Schools	4-10
4.2 Circulation	4-11
4.2.1 Roadway Standards	4-11
4.2.2 Driveway and Intersection Standards	4-12
4.2.3 Intersection Signalization	4-13
4.2.4 Parking Standards	4-18
4.2.5 Off-Site Street Improvements	4-19



Table of Contents

(continued)

	<u>Page</u>
4.2.6 I-205 Improvements	4-19
4.2.7 Paratransit Programs	4-19
4.2.8 Railroad Crossing Design Criteria	4-20
4.2.9 Noise Standards	4-21
4.3 Parks and Open Space	4-21
4.3.1 Park Development Standards	4-21
4.3.2 Streetscapes	4-35
4.4 Storm Drainage	4-41
4.4.1 Channel Design Standards and Dedication Requirements	4-41
4.4.2 Interim Facilities	4-42
4.5 Utilities	4-46
 5. IMPLEMENTATION: FINANCING AND PERMITTING	 5-1
5.1 Permit Processing	5-1
5.1.1 Preliminary Sketches (Sec. 10-3.306)	5-1
5.1.2 Tentative Maps (Sec. 10-3.310)	5-1
5.1.3 Vesting Tentative Maps (new reference)	5-5
5.1.4 Final Maps (Sec. 10-3.401 - Sec. 10-3.411)	5-5
5.1.5 Improvement Agreements (Sec. 10-3.601 - Sec. 10 - 3.607)	5-6
5.1.6 Building Permits	5-6
5.1.7 Conditional Use Permits (Sec. 10-2.3401 - Sec. 10-2.3419)	5-7
5.1.8 Project Proposals and the California Environmental Quality Act	5-7
5.1.9 Development Agreements	5-8

Table of Contents

(continued)

	<u>Page</u>
5.2 Growth Management Program	5-10
5.2.1 Application	5-10
5.2.2 Establishment of Annual Residential Development Allotments	5-10
5.2.3 Development Allotment Application Forms	5-10
5.2.4 Development Allotment Evaluation	5-11
5.2.5 Other Powers	5-11
5.2.6 Guidelines and Procedures	5-12
5.2.7 Modification of Growth Management Program	5-12
5.2.8 Exemptions	5-12
5.3 The Financing Plan	5-13
5.3.1 Capital Financing Methods	5-13
5.3.2 Financing Plan	5-15
5.4 Implementation Checklist	5-19
 APPENDIX A: Policies and Programs from the General Plan	 A-1



THEORY

1. Introduction

The purpose of this experiment is to determine the relationship between the frequency of a wave and its wavelength. This is done by measuring the distance between successive crests of a wave and the time it takes for one complete cycle to pass a fixed point. The frequency of the wave is determined by the number of cycles that pass in a given time interval. The wavelength is determined by the distance between two consecutive crests. The relationship between frequency and wavelength is given by the equation $f = \frac{v}{\lambda}$, where f is the frequency, v is the wave velocity, and λ is the wavelength. In this experiment, the wave velocity is constant, so the frequency and wavelength are inversely proportional. The data is plotted on a graph of frequency versus wavelength, and a straight line is drawn through the points. The slope of this line is the wave velocity.

EXPERIMENTAL PROCEDURE

The experimental setup consists of a wave generator, a wave tank, and a viewing screen. The wave generator is a motor-driven piston that moves back and forth in a vertical tube. The wave tank is a rectangular container filled with water. The viewing screen is a vertical plate that can be moved along the length of the tank. The wave generator is placed at one end of the tank, and the viewing screen is placed at the other end. The distance between the wave generator and the viewing screen is measured. The wave generator is started, and the viewing screen is moved until a clear wave pattern is visible. The distance between two consecutive crests is measured. The time it takes for one complete cycle to pass the viewing screen is measured. The frequency and wavelength are calculated from these measurements. The experiment is repeated for several different frequencies and wavelengths. The data is plotted on a graph of frequency versus wavelength, and a straight line is drawn through the points. The slope of this line is the wave velocity.

List of Tables

	<u>Page</u>
Table 3.1 Specific Plan Land Use Data	3-3
Table 3.2 Specific Plan Arterial and Collector Streets.....	3-12
Table 4.1 Roadway Standards	4-11
Table 4.2 Mini-Park Standards	4-32

List of Figures

	<u>Page</u>
Figure 1.1 Regional Location Map	1-2
Figure 1.2 Existing Land Use.....	1-3
Figure 1.3 Land Ownership and Planning.....	1-4
Figure 3.1 Land Ownership.....	3-4
Figure 3.2 Specific Plan.....	3-5
Figure 3.3 Grant Line/Byron Road Planning Area	3-6
Figure 3.4 Corral Hollow/Sycamore Park Planning Area.....	3-7
Figure 3.5 MacArthur/Filipini/Bowtie Planning Area.....	3-9
Figure 3.6 Existing/Proposed Storm Drainage System.....	3-15
Figure 3.7 Existing Wastewater System	3-16
Figure 3.8 Existing/Proposed Water Distribution System	3-18
Figure 4.1 Neighborhood Entryways.....	4-14
Figure 4.2 Residential Street/Collector Street Intersection	4-15
Figure 4.3 Driveway Guidelines	4-16
Figure 4.4 Projected Average Daily Traffic Levels.....	4-17
Figure 4.5 Major Arterial-Plan, Section	4-23
Figure 4.6 Major Arterial-Plan, Section	4-24
Figure 4.7 Major Arterial w/Existing Deep Channel-Plan, Section.....	4-25
Figure 4.8 Minor Arterial w/Storm Drain Channel-Plan, Section	4-26
Figure 4.9 Minor Arterial w/Storm Drain Channel-Plan, Section	4-27
Figure 4.10 Minor Arterial Front Lots-Plan, Section	4-28
Figure 4.11 Major Collector-Plan, Section.....	4-29
Figure 4.12 Typical Minor Collector-Plan.....	4-30
Figure 4.13 Typical Residential Street-Plan, Section.....	4-31
Figure 4.14 Major Arterial Gateway.....	4-44
Figure 4.15 Storm Drain Channel Section	4-45
Figure 5.1 Specific Plan Permit Process.....	5-4

1. INTRODUCTION

In 1982, during the process of updating the General Plan, the City of Tracy identified the land to the south and west of the City as areas to be targeted for future urban expansion. 2,140 acres were subsequently annexed to the City and Assessment District 84-1 was created to finance sewer improvements for the area. A specific plan was then proposed for a portion of the expansion areas as a mechanism to prepare a comprehensive land use program, coordinate the development plans of the individual property owners, and provide a strategy for constructing essential public improvements.

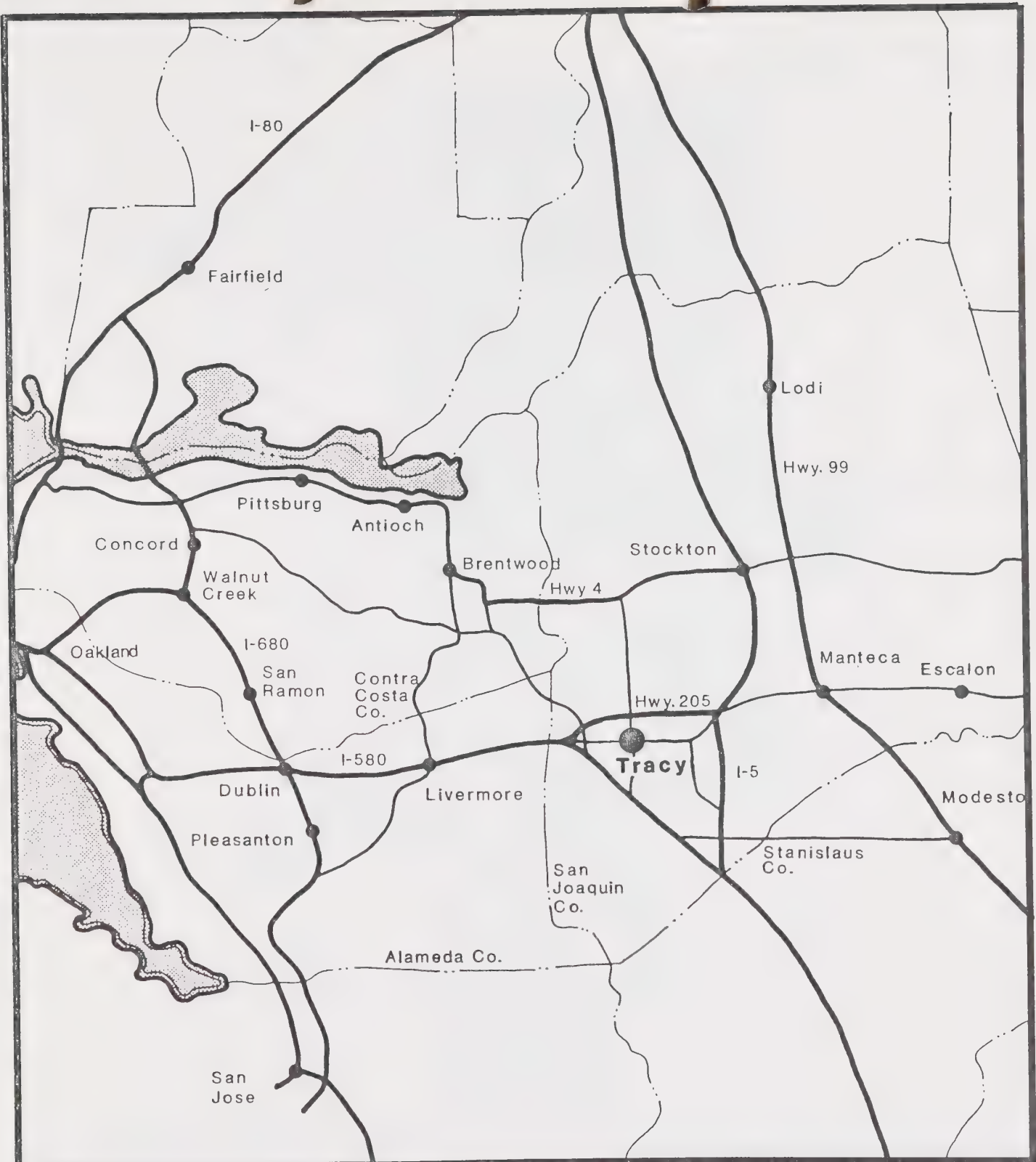
During more than a year of data collection, site analysis, design development, staff consultation and numerous public meetings, a Residential Specific Plan was prepared. This document explains the goals and objectives of the Residential Specific Plan and provides design guidelines and a financing plan as implementation mechanisms.

1.1 Planning Area Location and Description

The Tracy Residential Specific Plan areas consist of 1,480 acres of land within the City of Tracy, California (Figure 1.1). To better describe the functional relationships between individual parcels, the land of the 26 property owners has been grouped into three Planning Areas, each of which represents a future neighborhood (Figure 1.3).

Presently, the Specific Plan areas are primarily made up of active and dormant agricultural lands. While most parcels form the outer edge of the community, in several areas urban development has surrounded the undeveloped parcels, leaving them less desirable for active agricultural purposes.

Factors which have influenced land planning for the areas include: the Irrigation District channels which cross numerous parcels, a portion of which are no longer actively used for irrigation and are often not connected with the main irrigation system; railroad tracks and electric transmission lines that cut across many of the parcels, dividing the land and creating certain constraints to its development; and the existing transportation network which includes numerous rural roads and several partially constructed arterial streets.



Tracy Residential Areas Specific Plan

Prepared by
EDAW inc.

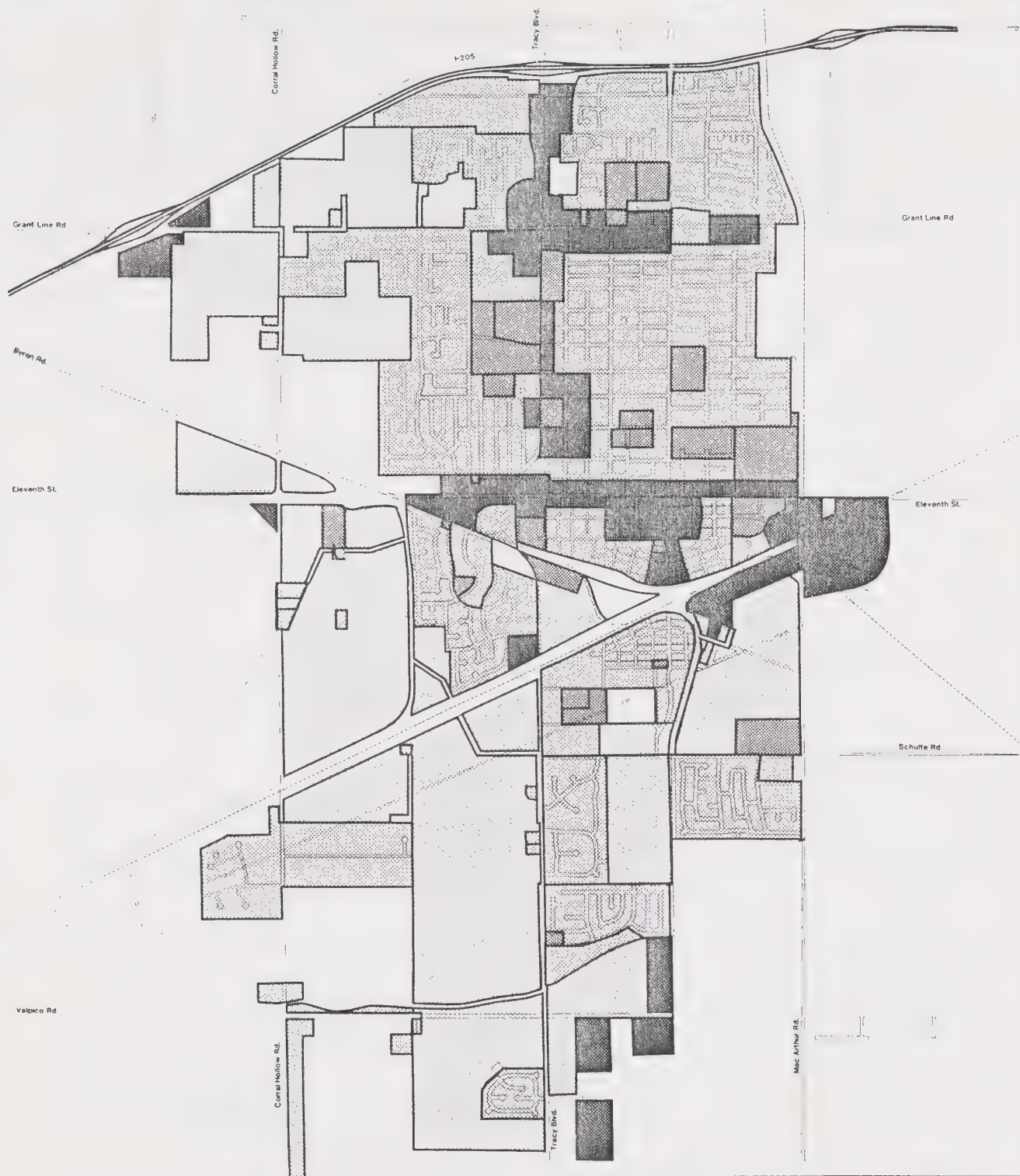
in association with
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

REGIONAL LOCATION MAP

0 5 10 20 Miles



Figure 1.1



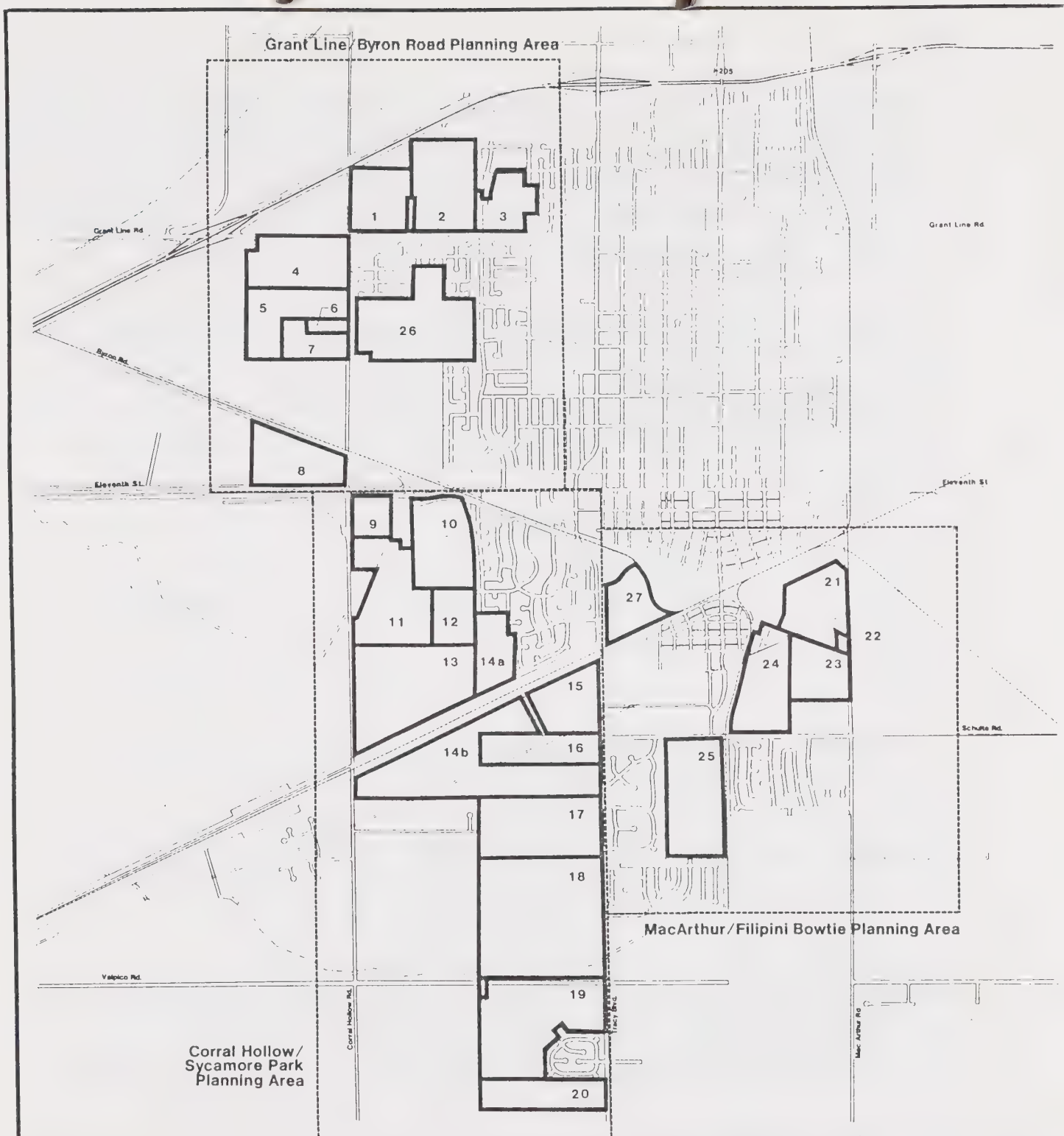
Tracy Residential Areas Specific Plan

Prepared by
EDAW inc.
in association with
Wilsey & Ham
DKS Associates
Rattle Wells Associates

EXISTING LAND USE

- Agricultural
- Residential
- Public, Institutional
- Commercial
- Industrial

Figure 2.2

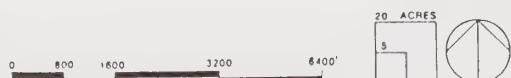


Tracy Residential Areas Specific Plan

Prepared by
EDAW inc.
in association with
Wiley & Ham
DKS Associates
Barile-Wells Associates

LAND OWNERSHIP

 **Specific Plan Development Parcels**
Development Parcel Number



The character of the surrounding community also plays an important part in shaping the details of the Specific Plan. It is characterized by established residential neighborhoods which primarily include single-family homes, and to a lesser extent multi-family units and rural ranchettes. Downtown Tracy is less than two miles from most portions of the proposed project and contains a variety of local-serving retail businesses.

The majority of the land within the proposed Residential Areas Specific Plan is designated by the General Plan, and is consistently zoned, as Low Density Residential (LDR). A smaller portion is designated Medium Density Residential (MDR). Commercially designated acreage is limited to one neighborhood shopping center and one general highway commercial center. The following represents the allowed development within the Specific Plan areas, based on these designations.

<u>Zoning</u>	<u>Allowed Units per Acre</u>	<u>Acres Zoned</u>	<u>Total Units</u>
LDR	2 to 5.8	1,252	2,504 to 7,262
MDR	5.9 to 12	130	802 to 1,632
Total Units Allowed by the General Plan:			3,306 to 8,894

Additionally, a fire station, seven neighborhood parks, one community park, seven elementary schools, one middle school, and one high school, as well as arterial and collector streets, are designated within the Specific Plan areas on the General Plan Map.

In 1984, Sewer Assessment District 84-1 was established which financed the expansion of the City's existing wastewater treatment facility and construction of sewer lines to the Specific Plan areas as well as to other areas of the City. These improvements are expected to be completed in early-1987 and at that time the Specific Plan areas are expected to be available for development.

1.2 Purpose and Intent of the Specific Plan

Under California Law (Government Code Section 65459 et seq), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdiction's

adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined area.

The law requires that a Specific Plan include text and diagrams specifying:

- The distribution, location and intensity of land uses, including open space, within the plan area;
- The distribution, location and capacity of infrastructure, including transportation, sewage, water, storm drainage, solid waste and energy systems;
- Standards and criteria for development and utilization of natural resources; and
- An implementation program, including capital improvement plans, regulations and financing strategies.

Specific Plans are intended to be vehicles for implementing the goals and policies of a community's General Plan and can only be adopted or amended if they are consistent with the jurisdiction's General Plan.

1.3 How to Use the Specific Plan

The Tracy Residential Areas Specific Plan is divided into five major sections or chapters. Chapter 1 serves as a general introduction to the Specific Plan, outlining its setting and historical origins, as well as its structure and intent. Chapter 2 discusses the goals, objectives and policies which form the framework for development within the Specific Plan areas. Chapter 3 sets forth the planning concepts of the development plan. It divides the Plan into five elements (land use, circulation, parks and open space, storm drainage, and utilities) and explains how each is addressed by the Specific Plan. Chapter 4, Design Guidelines, establishes specific standards for all development and indicates allowed land uses, development densities, siting and open space requirements, and street and storm drainage system improvements. Finally, Chapter 5 discusses how the Specific Plan will be implemented, including financing mechanisms, permit procedures and a growth management program.

2. SPECIFIC PLAN GOALS AND OBJECTIVES

Given the variety of planning factors affecting the land to be developed under the Tracy Residential Specific Plan and the desire by Tracy residents to maintain a high quality of life in their community, a set of goals and objectives were established to guide development within the Planning Areas. These overall guidelines, taken directly from the Tracy General Plan, address issues pertaining to Quality of Life, Quality of the Environment, and the Economic Balance within Tracy. Specific policies and programs, which are intended as implementing mechanisms for each of the objectives, are listed in Appendix A.

GOAL L ENHANCE THE QUALITY OF LIFE THROUGH A BALANCED SYSTEM OF INFRASTRUCTURE, TRANSPORTATION, LAND USE AND OPEN SPACE.

Objective L1--LAND USE: Provide for a diverse community through a variety of land uses.

Objective L2--RECREATION AND SCHOOLS: Supply recreation opportunities and public schools to meet community needs.

Objective L3--CIRCULATION AND TRANSPORTATION: Plan for safe, well-maintained and integrated circulation and transportation systems.

Objective L4--HOUSING: Provide a variety of housing to meet the needs of a diverse community.

GOAL E PRESERVE AND ENHANCE THE QUALITY OF THE ENVIRONMENT.

Objective E1--CONSERVATION AND PROTECTION: Conserve and protect the natural, cultural and agricultural environment within the city.

Objective E2--NOISE: Community development shall occur with minimal noise impact between adjacent activities and land uses.

Objective E3--PUBLIC SAFETY: Provide for public safety in the event of natural or man-made disasters.

GOAL G ACHIEVE AN ECONOMIC BALANCE WITHIN TRACY.

Objective G1-GROWTH: Provide a balance of housing and employment opportunity.

The Residential Specific Plan follows the goals and objectives of the General Plan by providing greater definition to its policies and programs. Careful attention has been paid to the intent of the General Plan throughout the development of the land use program and the design guidelines, in order to better implement and thus attain the City's goals.

However, the Residential Specific Plan is not meant to fulfill all of the General Plan goals and objectives. In some instances, meeting certain goals was not possible. For example, the Residential Specific Plan provides detailed guidelines for developing infrastructure, schools, recreational facilities, and livable neighborhoods--all of which meet the quality of life and environment goals listed above. However, because the Residential Specific Plan only addresses residential areas in Tracy, and did not by its very nature include many employment generating uses, the objective to "provide a balance of housing and employment opportunity" was only partially completed. Future specific plans which set guidelines for industrial and commercial lands will help to fulfill the employment aspect of the City's goal.

3. THE DEVELOPMENT PLAN

This section describes the planning concepts of the Residential Specific Plan development program. These concepts are intended to clarify the goals and objectives of development in the Planning Areas and provide a clear and consistent foundation for implementation of the Specific Plan.

3.1 Land Use Concept

The overall land use concept for the Tracy Specific Plan is intended to provide a planned community that expands and enhances the existing amenities of the city. In order to accomplish this, the plan allows a variety of residential product types, commercial complexes, school facilities, parks, recreation and open space amenities, and a comprehensive circulation system.

More intensive land uses, such as neighborhood- and highway-serving commercial and high-density residential uses, are concentrated near existing and planned arterial streets. Medium density residential uses are to be evenly distributed throughout the Specific Plan areas and are generally located adjacent to neighborhood park sites. As development extends away from arterial streets and into individual neighborhoods, the intensity of development diminishes.

The arterial circulation system will provide continuous access throughout the Specific Plan area, and to and from the existing community. It also provides the opportunity to connect with the regional circulation system, for a broader level of service. Collector and Residential streets are planned to avoid through traffic in residential areas and enhance neighborhood quality.

The parks, open space, and storm drainage systems, when viewed together offer opportunities for a wide range of active and passive recreational activities. These areas are also coupled with street landscaping to create a continuum of open space amenities extending throughout the Specific Plan areas and linking with the existing community.

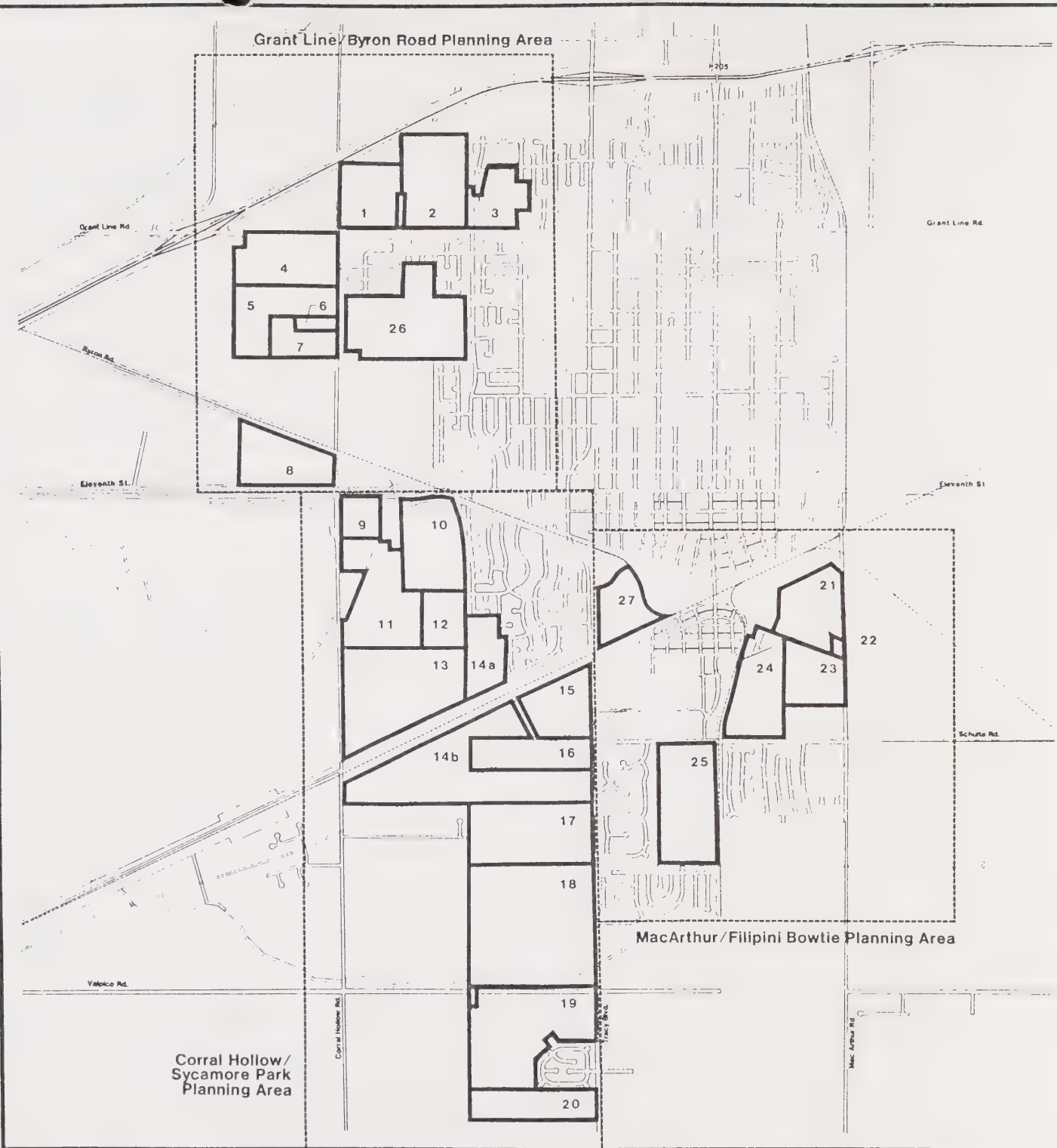
There are eight types of permitted land uses within the Specific Plan. They include: Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Neighborhood Shopping (NS), General Highway Commercial (GHC), Parks

(NP), Schools, and Public Facilities. Table 3.1 summarizes the number of units allowed on each development parcel and the gross acres designated for public facilities within the Specific Plan. Figure 3.1 shows the development parcels and Figure 3.2 illustrates the overall land use plan. Siting requirements are discussed in Chapter 4 which follows.

To emphasize the interrelationships between parcels, the Specific Plan acreage is divided into three Planning Areas which combine several development parcels into neighborhoods. As shown on Figure 3.1, the Grant Line/Byron Road Planning Area encompasses the northwestern parcels; the Sycamore Park/Corral Hollow Planning Area is the largest sub-area and includes the land south and west of Eleventh Street and Tracy Boulevard; and the MacArthur/Filipini/Bowtie Planning Area includes a centrally located parcel near downtown, in addition to the southeastern portions of the Specific Plan.

The most significant land use feature in the Grant Line/Byron Road Planning Area (Figure 3.3) is the proposed site for a new high school. Tracy Joint Union High School District (TJUHSD) and Tracy School District currently own two sites totalling 90 acres at Corral Hollow Road and Lowell Avenue. The two Districts plan to develop the sites in conjunction with development of the Specific Plan areas. Other land use features designated in this Planning Area include a General Highway Commercial Shopping Area, two neighborhood parks, two elementary schools, and three levels of residential density. A gateway symbol, signifying the entry to Tracy and welcoming visitors, is to be located along Grant Line Road where indicated on the Specific Plan Map (Figure 3.2).

The Sycamore Park/Corral Hollow Planning Area (Figure 3.4) is characterized by the combined storm drainage channel, pedestrian and bicycle path, and arterial street system named by this plan as the Sycamore Parkway. The parkway runs the length of the Planning Area and is flanked by a variety of residential, park, and school uses. Three commercial sites are planned for this area, including a General Highway Commercial Shopping Area at Corral Hollow Road and Eleventh Street and two Neighborhood Shopping Centers along Tracy Boulevard. A new permanent Fire Station will be located at the intersection of Tracy Boulevard and West Central Avenue. A second gateway landmark is to be constructed at Corral Hollow Road and Eleventh Street.



Tracy Residential Areas Specific Plan

LAND OWNERSHIP

Prepared by
EDM Inc.
in association with
Wilsey & Ham
DKS Associates
Bartle Wells Associates

3 Specific Plan Development Parcels
Development Parcel Number



Table 3.1
Tracy Residential Areas Specific Plan
Land Use Data

Develop- ment Parcel	Property Owner/ Option Holder	Land Use								
		Sewer Allotment			Dwelling Types ^a			Community Facilities		
		Total Acres	Equivalent Consumer Units	Total Gallons (275 gal./ ECU)	LDR	MDR	HDR	Commercial (AC)	Schools (AC)	Neighborhood ^b Parks (AC)
1.	Standard Pacific	38.24	191	52,580	0	239	0	0	0	6
2.	Tracy Assoc./Atherton Kirk	59.24	296	81,456	95	251	0	0	7	2
3.	Arnaudo	23.60	118	32,395	53	102	0	0	0	0
4.	Pombo	52.18	260	71,747	174	0	0	15	0	3
5.	Glynn/Bright	44.04	220	60,555	65	40	170	0	0	3
6.	Barenchi	4.87	24	6,696	24	0	0	0	0	0
7.	Grewall	20.71	104	28,476	50	29	42	0	0	0
8.	Reeve	47.30	237	65,037	160	95	0	0	0	0
9.	Quierolo/Suburban Resources	14.90	74	20,488	0	0	0	15	0	0
10.	Sasaki/Alden Co.	57.39	287	78,911	287	0	0	0	0	0
11.	Homestead	73.70	368	101,338	368	0	0	0	0	2
12.	Tracy Schools	24.86 ^c	--	^e	0	0	0	0	20	5
13.	Kagchiro/Beck Development	103.80	519	142,725	519	0	0	0	11	0
14.a.	Gomes	27.27	136	37,496	136	0	0	0	0	0
14.b.	Gomes/Signature	114.62	573	157,602	500	91	0	0	4	4
15.	Lourence	39.55	198	54,381	198	0	0	0	0	0
16.	Bogetti	38.79	194	53,336	0	170	0	10	3	4
17.	Renown Enterprises	79.62	398	109,477	398	0	0	0	0	0
18.	Jones/Petrig	150.62	753	207,103	502	234	0	11 ^d	7	8
19.	Margin Group/Interland	91.69	458	126,074	235	82	217	0	10	8
20.	Industrial Dynamics/Boswell	39.62	198	54,477	198	0	0	0	0	0
21.	Higgins/Falcon	43.54	348	95,788	0	435	0	0	0	0
22.	Van Bebber	2.00	16	4,400	0	0	0	2	0	0
23.	Hotchkiss/Stanford S and L	34.19	216	59,387	0	270	0	0	7	1
24.	A & P Properties/Valley	48.52	268	73,746	0	335	0	0	0	7
25.	Filipini/Lyon	76.00	380	104,500	0	475	0	0	7	8
26.	Tracy Schools	90.75	--	^e	0	0	0	0	91	0
27.	Dynasty	30.49	244	67,078	0	305	0	0	0	6
TOTALS		1,472.10	7,078	1,947,249	3,962	3,153	429	53	167	67

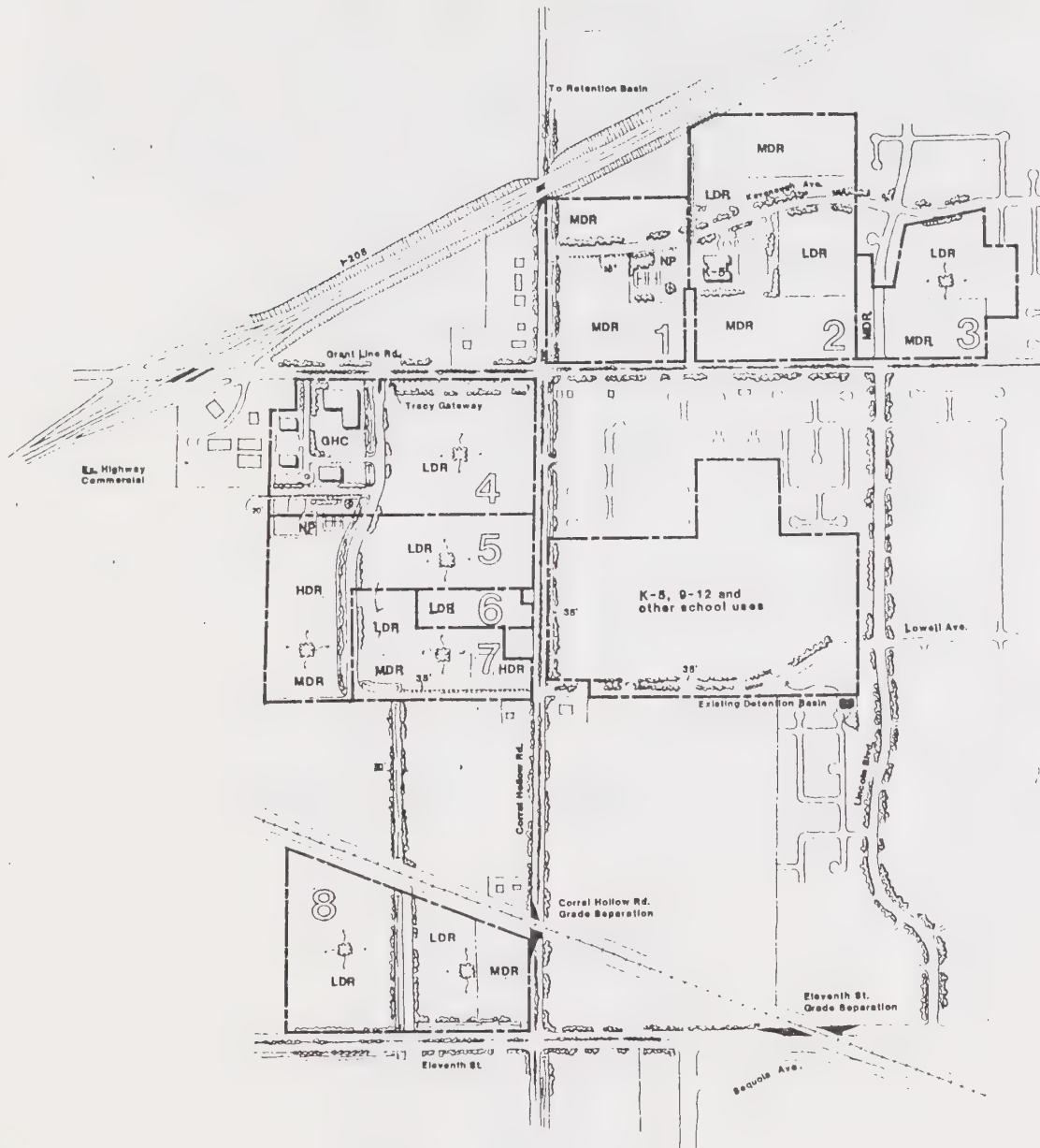
a Sewer capacity requirement based on LDR = 275 GPD, MDR = 220 GPD, HDR = 200 GPD, commercial = 1,600 GPD/acre.

b Acreage does not include the Community Park site.

c Surplus land at this school site could be sold for residential development if sewer capacity is transferred to the site.

d Includes 1 acre land allocation for a fire station.

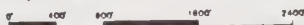
e 50,000 gallons have been allocated for the expansion of Tracy Schools.



Tracy Residential Areas' Specific Plan

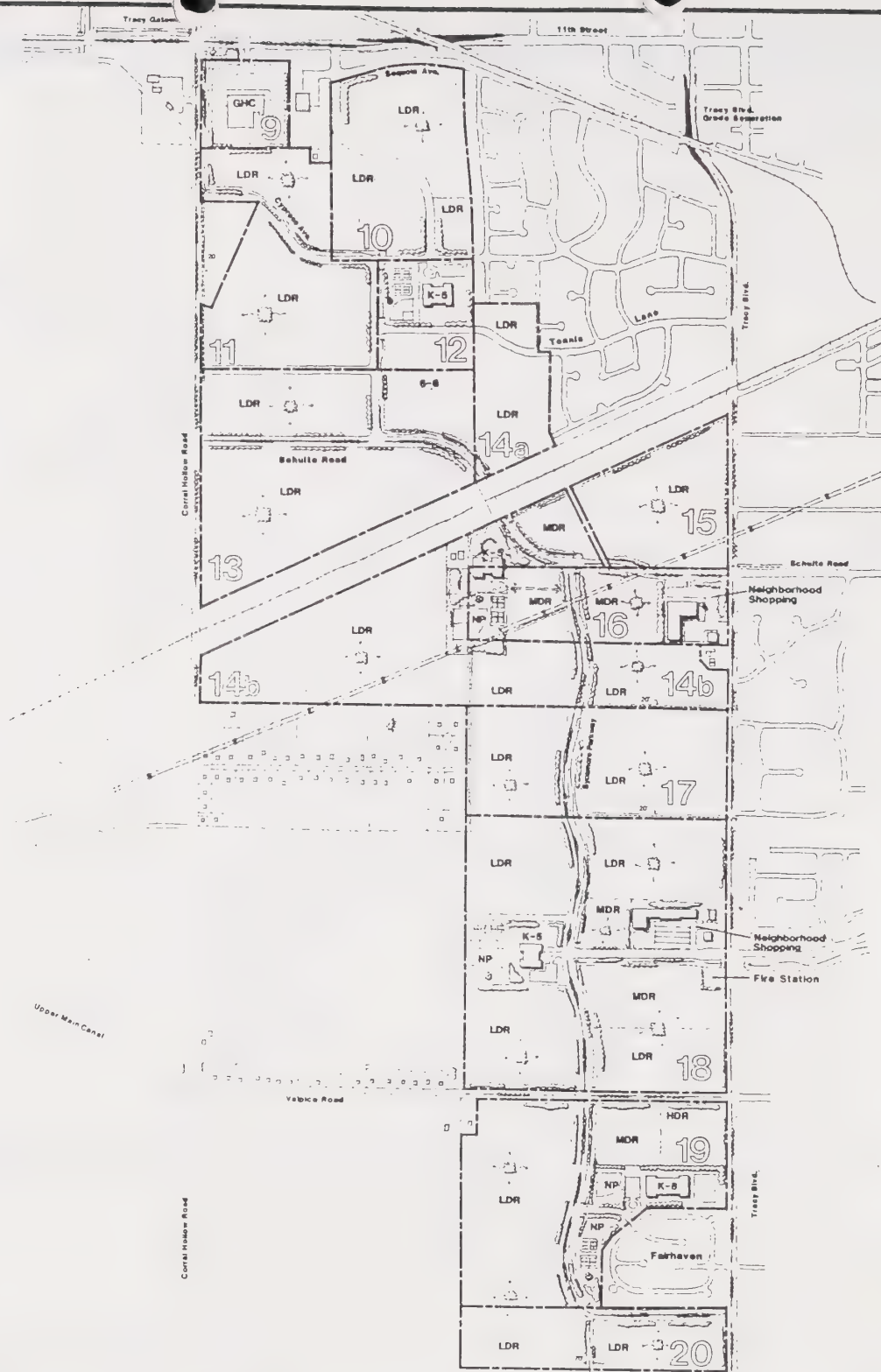
Prepared by
EDAW Inc.
in association with
Wesley & Hum
OKS Associates
Bartlin Wells Associates

May 11, 1987



GRANT LINE/BYRON ROAD PLANNING AREAS

- 7** Development Parcel Number
- LDR Low Density Residential
 - MDR Medium Density Residential
 - HDR High Density Residential
 - Storm Drain/Open Space Corridor
 - Proposed Storm Drainage Corridor
 - Mini-Parks



Tracy Residential Areas Specific Plan

CORRAL HOLLOW/ SYCAMORE PARK PLANNING AREAS

Prepared by
EDAW Inc.
in association with
Wilbur & Smith
OKS Associates
Barde-Wells Associates

May 11, 1987

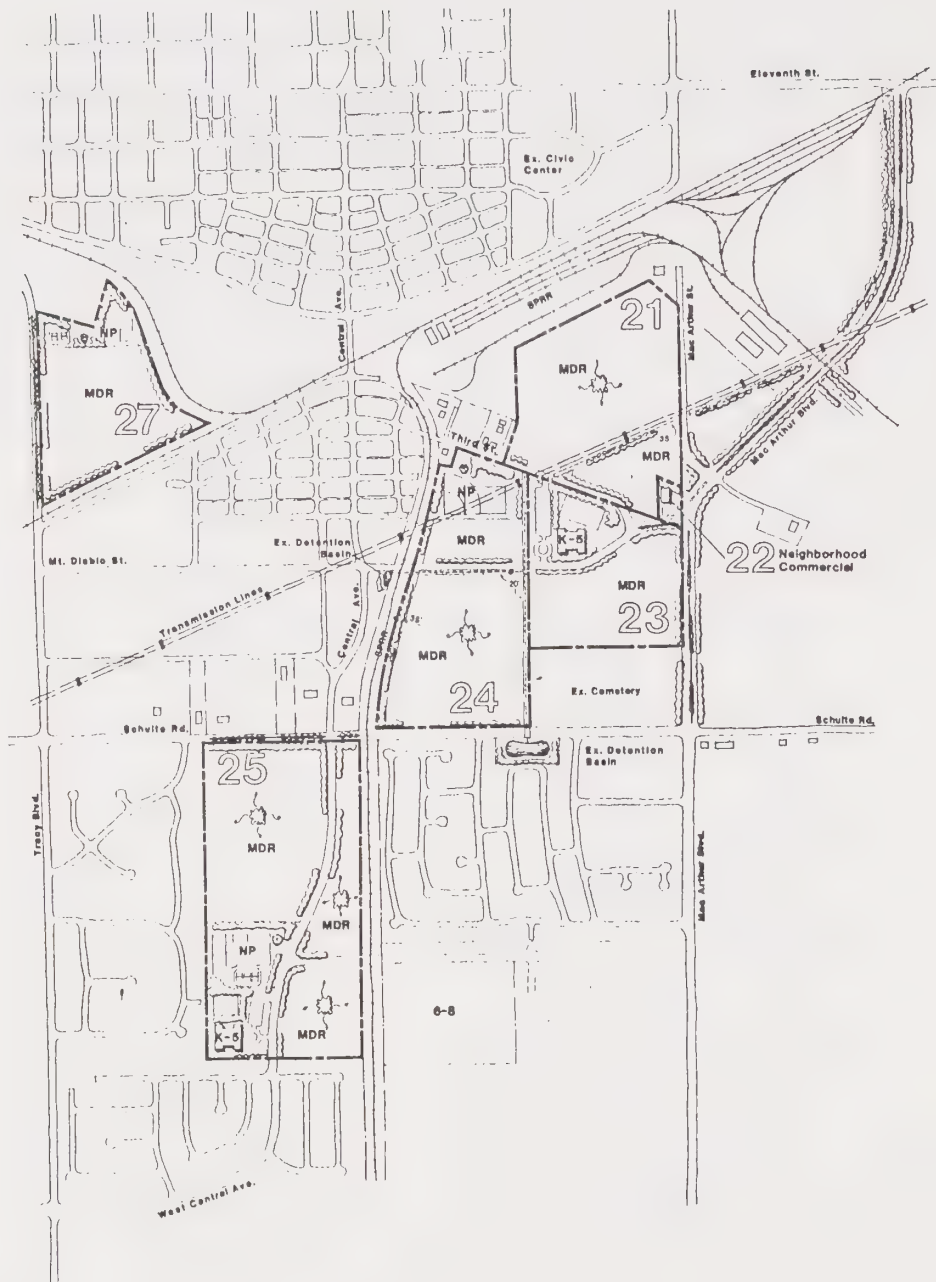
0 100 200 400 2400

10 ACRES



- 7** Development Parcel Number
- LDR** Low Density Residential
 - MDR** Medium Density Residential
 - HDR** High Density Residential
 - Storm Drain/Open Space Corridor
 - Proposed Storm Drainage Corridor
 - Mini-Parks

The MacArthur/Filipini/Bowtie Planning Area (Figure 3.5) is composed of three sub-areas. The lands north of Schulte Road are designated for Medium Density Residential use. A landscaped storm drainage/open space network weaves through the parcels before it links with the main channel along MacArthur Drive. The lands south of Schulte Road, known as the Filipini Property, will include low and medium density residences, an elementary school and a neighborhood park. A future middle school is designated outside the Planning Area east of the Filipini Property. Existing Central Avenue and West Central Avenue will be connected with a landscaped arterial street (Central Avenue). The Bowtie area is designated for medium density development west of the north-south railroad line. The area east of this track is outside the boundaries of the Specific Plan, but is shown on the General Plan as a site for a future shopping center.



Tracy Residential Areas Specific Plan

MAC ARTHUR / FILIPINI / BOWTIE PLANNING AREAS

Prepared by
EDAW Inc.
In association with
Wisey & Ham
DKS Associates
Barbe-Wells Associates

April 22, 1987

0' 400' 800' 1600' 2400'

10 ACRES



- 7** Development Parcel Number
- LDR** Low Density Residential
 - MDR** Medium Density Residential
 - HDR** High Density Residential
 - Storm Drain/Open Space Corridor
 - Proposed Storm Drainage Corridor
 - Mini-Parks

3.2 Circulation Concept

As the Specific Plan is implemented, Tracy's roadway network will change from a system of rural roads to a network of improved arterial and collector streets capable of handling the traffic of a busy community. Since it is predicted that a large proportion of Specific Plan area residents will be commuting to work in surrounding cities, the local circulation system will be improved to provide better links with regional transportation routes.

Many of the parcels within the Specific Plan areas are not currently served by roads adequate for fully developed subdivisions, thus this plan specifies the existing roads which will be improved and new roads that are necessary to complete the circulation system. Table 3.2 lists the arterial and collector streets which will make up the basic roadway network within the Specific Plan areas.

Certain arterial streets will be developed as "parkways." These streets will include landscaped medians and will in some cases run along side the open space/storm drainage channels, providing shade and a pleasing environment for future residents.

3.3 Parks and Open Space

There are currently 80 acres of developed parkland within the Tracy city limits. These parks are neighborhood-serving and are generally located in the northern portion of the city. Most sites are approximately 8 to 10 acres in size and include a combination of active and passive recreational facilities. Parks are generally located next to schools, however, the facilities are often designed and maintained separately.

The Specific Plan proposes a three-tiered program of park development: mini-parks, neighborhood parks, and a community park. Mini-parks are planned to be one-half acre open spaces and play areas centrally located within subdivisions to supplement the Neighborhood Park System by serving a small radius of homes without the need for small children to cross major streets. Figures 3.3, 3.4 and 3.5 and Table 4.2 indicate the location of mini-parks to be developed and dedicated by developers. In developing this open space the plan seeks to achieve quality open space in each neighborhood. Toward that goal, linear parks (other than dedications

required in roadway rights-of-way) may be allowed based on Community Development Department review. Neighborhood parks will be six to ten acres in size and are designated throughout the Specific Plan areas where the adjacent population, according to a standard of 3.5 acres per 1,000 residents, requires a park. A total of 67 acres of Neighborhood Parks are included in the Specific Plan. Park sites adjacent to schools will be used jointly with schools through a special use agreement to be established between the City and the school districts. Implementing a Community Park is presently a high community priority. While not shown on the Specific Plan, several 40- to 60-acre sites are being considered. Its implementation is highly likely within five years.

Mini and Neighborhood parks will be linked with a comprehensive network of pedestrian and bicycle paths. These paths will provide safe routes for mothers and children to travel throughout the area while avoiding dangerous busy streets. In some locations the paths will be along neighborhood streets, but in others, they will be a part of a storm drainage system which includes usable open space and paved walkways. These paths will provide an amenity for all Specific Plan residents and allow a variety of outdoor recreation opportunities.

The City's park dedication ordinance requires new developments to dedicate 4.0 acres of parkland per 1,000 residents or to pay an "in-lieu" fee. Any remainder short of 4.0 acre/1,000 residents will be reserved for future parks.

Table 3.2

Specific Plan Arterial and
Collector Streets

Arterial Streets:

	<u>Roadway</u>	<u>Segment</u>
Major:	Grant Line Road Corral Hollow Road Tracy Boulevard MacArthur Drive Schulte Road Valpico Road	Tracy Boulevard to I-205 Grant Line Road to Schulte Road Centre Court to South of Valpico Road Schulte Road to Eleventh Street Corral Hollow to MacArthur Drive Corral Hollow Road to Tracy Blvd.
Minor:	Lowell Avenue East Corral Hollow Road Sycamore Parkway Central Avenue	Corral Hollow to Lincoln Blvd. North of Grant Line Road Tracy Blvd. to Schulte Road 11th Street to Tracy Blvd.

Collector Streets:

	<u>Roadway</u>	<u>Segment</u>
Major:	Mt. Diablo Ave.	East of Third Street intersection
Minor:	Lowell Avenue West Lincoln Blvd. Byron Road Sequoia Blvd. Cypress Drive Tennis Lane Kavanaugh Ave. Central Ave. East/West Collector North/South Collector	West of Corral Hollow Road Extension North of Grant Line Road N/W of Corral Hollow Road Schulte Road to 11th St. West of present terminus West of present terminus West of present terminus West of present terminus Central Avenue to R.R. Lowell Avenue to Grant Line Road

Section 4 details design guidelines for all streets in the Specific Plan areas, including minor subdivision streets.

3.4 Storm Drainage Concept

In 1982, the Storm Drainage Master Plan was adopted which established a multiple criteria policy for all future drainage system design within the City. The criteria are as follows:

- a. The 100-year storm is to be contained within the right-of-way of the public street.
- b. The 10-year storm is to be contained within the top of the street curb.
- c. Storm drain facilities will be required where either of the above conditions cannot be satisfied.

These adopted criteria are intended primarily for new construction and make use of the surface capacity of the streets as a part of the detention/discharge system.

The system proposed in the Residential Specific Plan will implement the adopted Storm Drainage Master Plan. The proposed system divides presently unserviced areas of the City into two drainage areas. The westside system will drain land north of Linne Road and all lands west of Central Avenue. All flows will drain to a basin, which will be located north of Interstate-205, and eventually flow easterly to Sugar Cut. The eastside system will drain the MacArthur Planning Area and flow northerly to Sugar Cut.

The main lines in the storm drainage system are proposed as open channels generally located next to roadways, with most secondary lines contained in underground pipes. With the exception of lines which only drain isolated areas, all drainageways will be incorporated into the open space network. The dedicated rights-of-way shall be landscaped and include pedestrian and bicycle paths.

Within the subdivisions most water will be carried above ground in gutters and valley gutters at street crossings so as to discharge to the open channel system.

3.5 Utilities Concept

The primary objective of the Specific Plan as it pertains to utility systems is to ensure that new residential development is provided with adequate service prior to development. The utilities concept refers to sewer, water, solid waste, electric, and natural gas systems.

3.5.1 Wastewater System

The existing wastewater collection system consists of both gravity and pumped flow systems. The sewer plant is located in the northeast quadrant of Tracy, fronting Holly Drive and Arbor Avenue; existing capacity is 6.0 m.g.d. The City of Tracy is currently implementing capital improvements to the existing sewer plant and wastewater collection system to expand treatment capacity to 9.0 m.g.d. This expansion is being financed by the 84-1 Assessment District and will be completed prior to residential development in the Specific Plan areas.

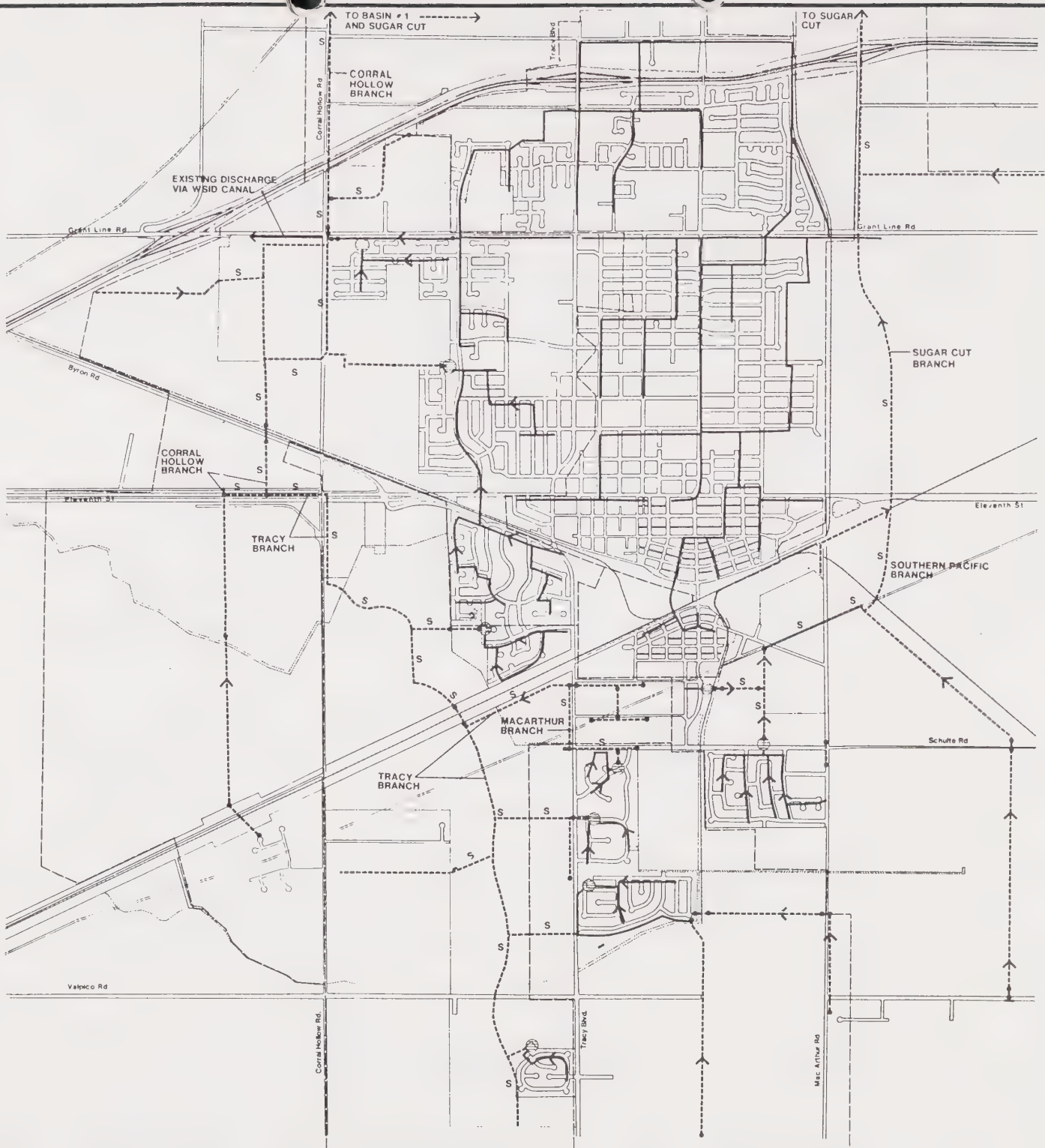
Under the current phase of treatment plant construction, the project will provide for an increased average domestic plant flow of 3.5 m.g.d. The major items include: a primary effluent pipeline, a secondary clarifier oversizing, anaerobic digester oversizing, domestic primary clarifiers, effluent pump modifications, and a chlorine contact basin. This phase of construction was approximately 50 percent complete as of March 1986. A capacity of 0.15 m.g.d. has been slated for urban infill, therefore, the net available capacity for continued residential, commercial and industrial growth is 3.35 m.g.d.

The Grant Line Trunk Sewer primarily services the inner-city. This area includes lands bounded by Grant Line Road on the north, the railroad on the south, MacArthur Drive on the east, and Lincoln Boulevard on the west. The maximum pipe capacity at the downstream end is 4.4 m.g.d.

The Eastside Trunk sewer serves for the most part, the industries on the east side of MacArthur Drive, north of the railroad. The trunk sewer also serves most of the lands south of the railroad, north of Linne Road, west of MacArthur Drive, and east of Tracy Boulevard. The maximum pipe capacity on the downstream end is 5.1 m.g.d.

The Corral Hollow Trunk Sewer serves most of the lands between Grant Line Road to the north, Southern Pacific Railroad to the south, Chester Drive to the east, and Lincoln Boulevard to the west. In addition, a portion of lands between the railroads to the north and south, and Hickory Avenue and Tracy Boulevard to the east and west. The maximum pipe capacity at the downstream is 2.3 m.g.d.

There are a total of six existing lift stations in the wastewater collection system located as indicated on Figure 3.7.



Tracy Residential Areas Specific Plan

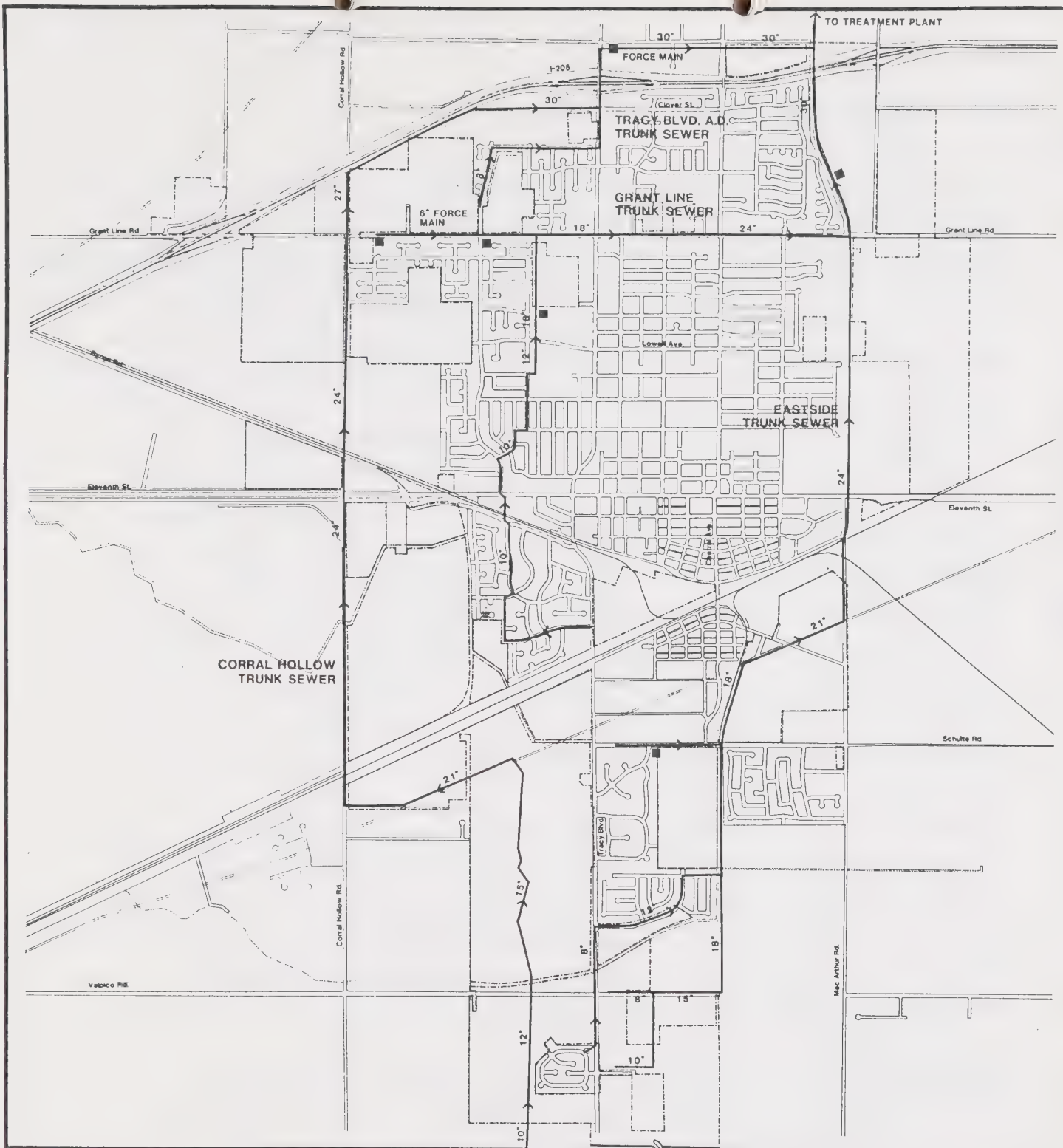
Prepared by
EDAW inc.
in cooperation with
Wilsey & Ham
DKS Associates
Burtin Wells Associates

May 11, 1987

0 1000 2000 3000 4000

EXISTING/PROPOSED STORM DRAINAGE SYSTEM

- ← Existing Storm Drainage Facilities
- Proposed Storm Drainage Facilities
- Proposed Storm Drainage Facilities
Required for Specific Plan
- Drainage Area Boundary
- Retention Basin

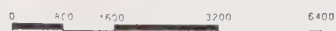


Tracy Residential Areas Specific Plan

EXISTING WASTEWATER SYSTEM

Prepared by
EDAW inc.
in association with
Wilsey & Ham
DKS Associates
Bartle Wells Associates

December 18, 1986



20 ACRES



- Existing Trunk Lines
- Existing Lift Stations
- - - Assessment District 84-1 Boundary

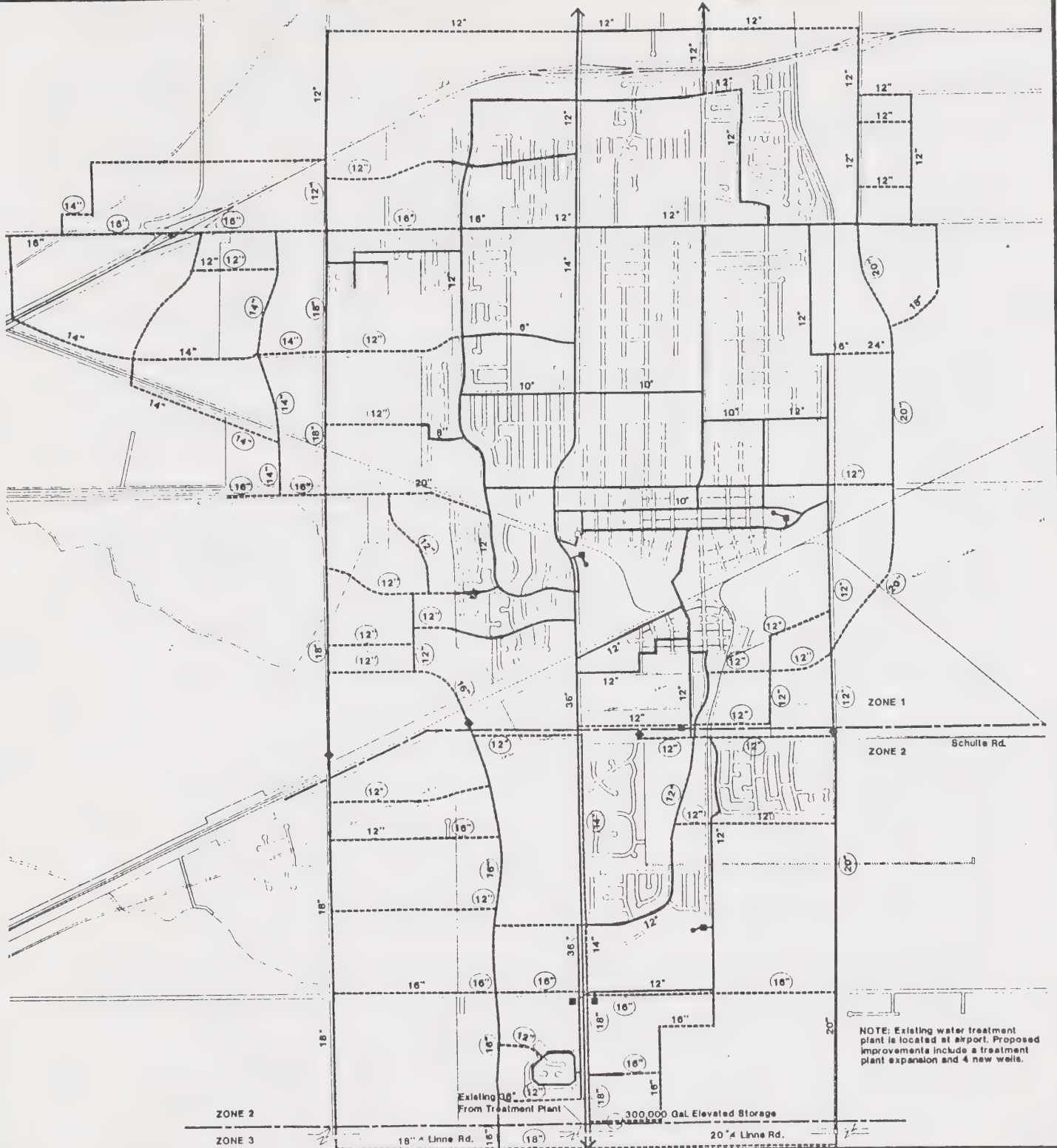
3.5.2 Municipal Water System

The City of Tracy maintains its own municipal water system and treatment works. The City's water supply comes from local wells and an entitlement from the Delta Mendota canal of 10,000 acre feet annually. The City's Water Treatment Plant is located east of Tracy Boulevard just south of the Tracy Municipal Airport. The present treatment plant capacity is 7.0 m.g.d. with a peak 10-hour capacity of 10.0 m.g.d. No pump stations are required in the existing system except those at each well site and the necessary internal pumping at the water treatment plant.

Because the City of Tracy's present entitlement for water from the Delta Mendota is 10,000 acre feet annually, and the existing treatment plant can only process 7,000 acre feet, additional capacity is needed in the treatment plant for immediate needs. It was concluded from the Kennedy/Jenks Report dated July 1985, that the most viable solution to expanding the water supply would be for the City to combine groundwater with the treated water from Delta-Mendota Canal. Thus, as the Specific Plan areas grow, the percentage of groundwater in the system increases to meet this demand. Being that the groundwater has high TDS and sulfate levels, the net result would be a slight lowering of the overall quality of potable water. It is anticipated, however, that the overall quality of water delivered to the City will be within the Department of Health Service's Secondary Drinking Water Standards for TDS and sulfates.

To mitigate future demand, the Kennedy/Jenks Report proposed upgrading the existing system by combining groundwater with the treated water supply. The plan calls for increasing the capacity of the treatment plant to 15 m.g.d., upgrading and abandoning certain existing wells, and drilling new wells in areas of lower TDS and sulfate levels. These measures, along with the addition of an elevated storage tank and new primary and secondary transmission mains would meet the needs of the future growth of the community (Figure 3.8).

A study is currently being prepared which will develop a precise plan to expand the supply and treatment capacity of the water system.



Tracy Residential Areas Specific Plan

Prepared by
EDAW Inc.
In association with
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

May 11, 1987

0 800' 1600' 3200' 4800'



EXISTING/PROPOSED WATER DISTRIBUTION SYSTEM

- 24" Existing Water Main & Size
- 14" Proposed Water Main & Size
- 14" Proposed Water Main & Size Required for Specific Plan
- Pressure Zone Boundary
- Existing/Proposed Pump
- Existing/Proposed Water Tank
- Proposed Reservoir
- ◆ Pressure Reducing Valve

3.5.3 Solid Waste

The solid waste disposal site currently used by the City of Tracy is a joint operation between Tracy and San Joaquin County. The site is located at the southeasterly corner of Corral Hollow Road and Interstate-580.

The planned growth within the Specific Plan areas will increase the requirements for solid waste disposal. The present remaining capacity of the disposal site is estimated to be approximately 800,000 cubic yards. This is roughly equivalent to a remaining service life of four to five years at the present volume of wastes received.

The Specific Plan annual projected growth will reduce the service life of the disposal site to approximately three years. The City and County should adopt a policy committing to accelerate their efforts to find new alternative sites for continued waste disposal services.

3.5.4 Gas and Electric

Natural gas and electric power will be provided to units within the Specific Plan by Pacific Gas and Electric.

4. DESIGN GUIDELINES

4.1 Land Use

Development standards for each designated land use are discussed in the following sections.

4.1.1 Residential Development

The Specific Plan land use program designates three residential categories, each with a range of allowable densities (calculated as specified in the Zoning Ordinance).

Low Density Residential (LDR):	2 to 5.8 du/acre
Medium Density Residential (MDR):	5.9 to 12 du/acre
High Density Residential (HDR):	12 to 22/du/acre

Sewer capacity has been allocated to each parcel in the Specific Plan through Assessment District 84-1. Sewage allocations were based on densities of 5 units per acre for LDR and 8 units per acre for MDR areas. Sewer utilization is defined by the 84-1 District as follows:

<u>Residential Density</u>	<u>Sewer Usage per Day</u>
Low Density Residential (LDR):	275 gallons
Medium Density Residential (MDR):	220 gallons
High Density Residential (HDR):	200 gallons

Within each land use designation, developers may use the sewer allocation on a sliding scale to create a planned development. Residential unit types may be built at densities higher than the sewer allocation density standards through a Planned Development process, but the gross density of the designated area cannot exceed the maximum density allowed by the Specific Plan land use designation.

Development parcels are not allowed to exceed the sewer allocation (measured in Equivalent Consumer Units), purchased through Assessment District 84-1, unless additional ECU's are purchased through the Sewer Allocation Board. Selling sewer allocations to adjacent properties

is permitted under certain circumstances in accordance with the provisions of the 84-1 District. However, the City has the right of first refusal when allocations are sought to be transferred to non-contiguous properties.

4.1.1.1 Affordable and Equal Opportunity Housing

Encouraging the diversity of housing opportunities has been a long-standing policy in Tracy. The following list of programs are suggestions for ways developers and the City can work together to maintain this policy within the Specific Plan areas.

- (a) Encourage a portion of rental units in all densities.
- (b) Provide a range of unit sizes, especially within medium density and high density areas.
- (c) Permit manufactured housing in appropriate residential areas (per Section 65852.3 of the California Government Code), provided that the manufactured units are designed so as to have no substantial adverse impact on the residential character of new or existing neighborhoods.
- (d) Negotiate a reduction in development fees and/or exactions in exchange for the long-term provision of “very low” and “low” income units.
- (e) Under certain conditions, grant a bonus in the maximum dwelling unit density of a particular parcel in exchange for the long-term provision of “very low” and “low” income units.
- (f) Encourage an appropriate proportion of new ground-floor, multiple-family housing units to be usable by handicapped or elderly persons.
- (g) Assist city residents and potential developers by:
 - (i) Providing information concerning the availability of state or federal programs offering housing assistance to low income and “special needs” households.
 - (ii) Providing assistance in contacting appropriate agencies and in submitting applications for appropriate projects.
- (h) Provide for a reduction in the number of parking spaces required for housing reserved exclusively for occupancy by elderly persons.

4.1.1.2 Residential Design Guidelines

Design features which are to be included in subdivision plans are as follows:

- (a) When designing the subdivision, create buffers between residential, commercial, industrial and public uses with landscaping.
- (b) Medium and high-density units should be located as a transitional uses between industrial or commercial centers and low-density areas.
- (c) Where a residential use abuts a non-residential use, a Conditional Use Permit and design review shall be required to ensure provision of adequate buffers. Where residences will abut industrial or commercial uses, soundwalls, screening, larger set backs, public roads, height limitations, and residential noise insulation should be required, as needed, as buffers or abutting use impact mitigation measures. Such residential development buffers or mitigation measures must at minimum be consistent with the requirements of the general plan, this plan, and zoning ordinances governing the abutment of residential and commercial or industrial uses. Improvements to reduce interference between uses shall be provided by the new use, rather than the existing use. Where a new residential use abuts an existing industrial use, a condition of the Conditional Use Permit for the residential development should be public recordation of a notice and/or easement of the existing industrial use.
- (d) Uses at the edge of new subdivisions should be compatible with adjacent existing development. The character and scale of the new neighborhood should complement the adjacent neighborhoods, although it is not necessary that they be identical.
- (e) The subdivision shall be designed so that the streets, sidewalks, pedestrian and bicycle ways connect with the appropriate neighborhood open space and park system.
- (f) Incorporate the street design guidelines from Section 4.2.
- (g) Residential subdivision designs should avoid long, straight streets. Where a street must be long, it should be curved such that there is an off-set equal to the width of the street over a viewing distance. This will help to reduce speeding and noise impacts on adjacent homes.
- (h) Provide internal accessways between multi-family (MDR and HDR), and single-family (LDR) areas.
- (i) Multi-family units (MDR and HDR) should have centralized parking facilities. Parking areas should be visible from the adjacent street to provide safety and allow easy police surveillance; however, landscaped berming should be provided in the setback to minimize visual impact. Parking areas which completely surround a building should be avoided. Parking standards for residential areas are discussed in Section 4.2.

- (j) The design of multi-family developments (MDR and HDR) should provide a sense of territoriality so that strangers loitering within the complex can be identified from residents.
- (k) Where significant visual features have been identified in the process of subdivision design, views of these features from roads and future development should be preserved where practical. Homes should be oriented to maximize view opportunities, but unrestricted views should not be expected and the privacy of others should not be unduly sacrificed.
- (l) While maintaining good circulation, subdivision street orientation should allow for a passive solar benefit. For example, residential streets running east-west allow the face and rear of houses to be oriented to the north and south, thus allowing the greatest access for solar heating and cooling.
- (m) Special care should be exercised to ensure that multi-story structures do not obstruct solar access of adjacent single-story structures.
- (n) Within each subdivision, provide a mix of housing types and unit designs.
- (o) Dwelling unit alternatives, such as the duplex and triplex, that can be utilized in a PUD concept to allow areas to be preserved for open space are encouraged. These unit types can also be offered at lesser unit costs.
- (p) Lotting standards for each type of residential development contemplated in the Specific Plan area shall be in accordance with the Tracy Zoning Code. Requests for modification to the minimum lot size or any other lotting standard must be reviewed under the Planned Unit Development guidelines specified by the Tracy Zoning Code.
- (q) It is recommended that the Tracy Zoning Code be amended to allow front yard setbacks to be 15 feet to either the dwelling unit or the garage except that within any continuous block face one-third of the units shall be setback at least 20 feet. Subdivisions shall be designed to distribute the units constructed at the greater setback along the block face.
- (r) A three foot side yard setback may not abut a three foot side yard on the adjoining lot.
- (s) It is recommended that the Tracy Zoning Code be amended to allow MDR zone side yard setbacks to be seven feet and three feet or zero feet and ten feet.
- (t) Residential subdivisions should avoid creating double and/or reversed frontage lots, except where necessary to provide separation from collector streets or to overcome specific disadvantages of topography and orientation.
- (u) Unit setbacks from streets should be varied to provide a more interesting streetscape.

- (v) To maximize open space throughout the Specific Plan, cluster housing is encouraged in all residential density categories. Cluster developments can create unique, marketable, and livable communities, as well as provide common open space. Plan review of a cluster housing layout shall occur during a Planned Unit Development Review.
- (w) Each subdivision is encouraged to provide public open space. One-half acre mini-parks to be developed and dedicated by the subdivision developers are shown on Figures 3.3, 3.4 and 3.5 and are listed in Table 4.2.
- (x) Mini-parks should be centrally located in a subdivision and be linked to the neighborhood open space network where feasible.
- (y) Large concentrations of medium density small lot single-family housing shall be discouraged. If such a concentration is submitted, it shall be approved only if it successfully addresses the following points:
- (z) Where existing RE zoning abuts Medium Density Residential development, the abutting new lots shall be limited to single-family detached dwellings of one story in height, have a seven (7) foot durable fence such as a combination of masonry and wood along the RE zone lot line, and a yard setback of at least 35 feet from the RE zone. The design of the new lots shall be such that each Re lot has two or less neighboring lots and no street shall abut the Re zone lots. Durable fence to be extended along border with park and school.
 - 1. Reduced lot width, and coincident loss of on-street parking, shall be compensated for by the provision of visitor parking areas.
 - 2. the street scene shall have varied setbacks and more than one unit type in order to avoid the monotony of an “all garage” street.
 - 3. Streets with narrow lots shall be short and/or curved so as to further assist in providing variety in the street scene.

4.1.2 Commercial Development

Parcels with a commercial land use designation are distributed evenly throughout the Specific Plan areas in order to provide residents easy access to convenience shopping opportunities. These shopping areas are not meant to draw business away from the Central Business District, but will include businesses which are logically situated in residential areas.

There are two types of commercial developments allowed by the Specific Plan; Neighborhood Shopping (NS) and General Highway Commercial (GHC).

4.1.2.1 Neighborhood Shopping

These centers are located as an integral part of neighborhoods for the purpose of providing those products purchased on a day-to-day basis by the residents of the immediate area.

Neighborhood shopping centers are also provided to allow those uses not ordinarily considered detrimental to a residential zone because of traffic, noise, or other nuisances (Tracy Municipal Code Section 10-2.1701).

Three NS sites are designated by the Specific Plan; one at the intersection of MacArthur Drive and the extension of Mount Diablo Road, one at Tracy Boulevard and West Central Avenue, and one at Tracy Boulevard and Schulte Road.

Permitted uses for NS sites include:

- Convenience food stores
- Supermarkets
- Drug stores
- Liquor stores
- Candy or ice cream stores
- Personal services

Conditionally permitted for NS sites include:

- Auto service stations
- Restaurants serving beverages with less than 14 percent alcohol.

It is recommended that the Tracy Zoning Code be amended to require NS sites to reflect the above-listed permitted and conditional uses. A Conditional Use Permit is required for all NS sites.

4.1.2.2 General Highway Commercial

Uses are located along major arterial streets to provide areas for commercial activities which are automobile-oriented or for those uses which seek locations outside the Central Business District.

Two GHC sites are designated by the Specific Plan; a 15-acre parcel off Grant Line Road near the I-205 intersection and an 8-acre parcel at the intersection of Eleventh Street and Corral Hollow Road.

Permitted uses for GHC sites include:

- Restaurants
- Home Furnishings/Appliances/Furniture stores
- Auto accessory shops
- Auto rental services
- General consumer and business services
- Miscellaneous repair services
- Auto repair services
- Auto service stations
- Motels

Conditionally permitted uses for GHC sites include:

- Supermarkets
- General merchandising retail

It is recommended that the Tracy Zoning Code be amended to allow general merchandising and supermarket uses with a conditional use permit in a GHC zone.

Sewer allocation for both types of commercial uses is set at the rate of 1,600 gallons per day per acre. In a Planned Development with both residential and commercial uses, the sewer allocation for the commercial use is subtracted from the allocation currently assessed for the parcel. The remainder of the allocation can then be used to determine the number of allowable residential units.

4.1.2.3 Commercial Design Guidelines

- (a) Each shopping center shall adhere to a minimum of 45% of the lot for parking, and 20% of the parking area shall be landscaped.
- (b) An architectural theme must be developed for the total site of a shopping center. Satellite sites should also follow this theme.
- (c) The architectural style of new buildings should have a contemporary appearance but utilize elements which complement the existing character of Tracy.
- (d) Large, continuous surface treatments of a single material should be minimized. In the event that this is done, textural changes or relief techniques should be introduced.
- (e) Large buildings should have facades that include variations in form and texture which relate to the human scale and experience.
- (f) Building massing should discourage a continuous facade, instead several pedestrian nodes should be created.

- (g) Continuous arcades along the frontage of the shopping center are encouraged as they provide pedestrians protection from rain and summer sun and allow them to move from one shop to another without having to leave the arcade.
- (h) All undeveloped building pads should be landscaped prior to construction of the next phase of a project.
- (i) Parking areas should be designed and landscaped to minimize glare, heat gain and the visual impact of large numbers of cars.
- (j) Special attention shall be paid to pedestrian movement through the parking lot. Accommodation for the pedestrian in the way of paths or sidewalks is to be included in the layout of the lot. These paths shall be paved or designated on the pavement, and shall be illuminated for night use. Adequate signage providing orientation to the pedestrian is requisite. Trees which shade these paths should be incorporated into the landscape plan.
- (k) Both perimeter and interior landscaping shall consist of canopy-type trees. The location and spacing of trees is dependent on the type of tree used, but the effect should be a consistent tree cover which will provide shade. Generally, a tree should be installed for every five to eight parking spaces. These trees can help provide an identifiable image to the shopping center. The use of turf in the narrow tree islands is discouraged.
- (l) Perimeter landscaping is required adjacent to street frontages. These perimeter areas should not be less than 10 feet in width and should include trees, shrubs, and ground cover. Landscaped berms are encouraged to soften the transition between street and parking lot.
- (m) Landscaped areas are suggested adjacent to buildings.
- (n) The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.
- (o) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials are not acceptable as a sole ground cover material.
- (p) Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.
- (q) Entryways to the lot should be well defined and recognizable to the motorists as parking lots and include elements such as lighting and signage.
- (r) Full street return entrances shall be limited to major entrances and shall be spaced at a minimum distance of one per 600 feet. Secondary entrances may be 35-foot curb cuts. Random curb cuts for individual or satellite users are not permitted.

- (s) Shopping center parking lots should provide resting and waiting areas with benches and landscaping.
- (t) All shopping centers must provide transit loading stations. Designs should be prepared under the direction of the Community Development Department with assistance from the Traffic Engineering Division.
- (u) All exterior trash and storage structures and service areas should be screened from view.
- (v) The design of fencing, trash enclosures and similar accessory site elements should be compatible with the architecture of the building and should use similar materials.
- (w) For exterior lighting, both the fixtures and the overall lighting scheme should be conceived as part of the architectural and landscape design statements for a project.
- (x) Area lighting should be directed predominantly downward and shall be placed to prevent glare or excessive spray of light on neighboring sites.
- (y) Accent illumination should be provided at key locations such as building entries, driveway entries, etc.
- (z) Pedestrian walkways, plazas or other activity points should be illuminated.
- (aa) Lighting or highlighting of building facades is permitted but should be sensitive, subtle and not excessive.
- (bb) Parking and roadways in commercial areas should use either mercury vapor or high pressure sodium lamps.
- (cc) All signage must be approved under the provisions of the adopted Sign Ordinance, but must follow the shopping center's adopted theme.

4.13 Public Facilities

Only one public facility site is designated on the land use map to be within the Specific Plan boundaries. This will be South Station, a permanent fire station in the southern portion of Tracy. The station will be located in the southwest quadrant of the intersection of Tracy Boulevard and West Central Avenue. It will replace the interim station which is presently located diagonally across the same intersection.

The facility itself will be designed and constructed to meet the requirements of the Tracy Fire Department. Building specifications will adhere to State standards and be similar to the North Station. The permanent South Station will be equipped with a 1,500 g.p.m. pumper fire truck and may have an aerial ladder truck in the future.

Other City government public service departments whose offices are outside the Specific Plan areas, will expand as the population increases. Both the Police Department headquarters and City Hall, located in the governmental complex on East Tenth Street, will be expanded to meet the additional demands of future Specific Plan residents for staff and programs. Design and construction of the City Hall and police facility expansion will be supervised by the City's Public Works Department who will also coordinate with the affected agencies. Additional maintenance facilities, park, street and utility maintenance will also be required and will be coordinated by the Public Works Department. A firefighter training tower is proposed at Boyd Service Center.

4.1.4 Public Schools

Most of the Specific Plan areas are within the Tracy School District (elementary and middle schools) and the Tracy Joint Union High School District, which function under common facility planning administration, but have separate district boundaries. There are five elementary schools, two middle schools, one high school, and one continuation high school within these two districts. Jefferson Elementary School District and the Tracy Joint Union High School District serve all areas south of Valpico Road. Currently, Jefferson Elementary School District does not have a school within the Tracy City limits.

School enrollment has increased substantially in the past several years throughout the three districts. All schools are using portable classrooms, and most presently exceed their optimum capacity, (School Facilities Planning and Development Guidelines, Draft October 1985).

The Specific Plan has designated seven elementary schools, two middle schools, one K-8 school, and one new high school for the areas within the scope of the Specific Plan. Tracy School District facility planning policy in accordance with State Guidelines requires the 1/2-mile and 1-mile attendance zone standards for elementary and middle schools to be adhered to for each new facility. The K-8 designated school is within the Jefferson School District boundary.

To allow joint use of playground and park facilities and to reduce the amount of land required for each use, elementary schools have been located on the plan adjacent to neighborhood parks.

The Tracy Joint Unified High School District owns a 76-acre parcel at Corral Hollow Road and Lowell Avenue. This site is planned for a new high school of 2,000 students with an expanded campus.

Design and construction of new school facilities will be supervised by the Facilities Planning Department which is jointly administered by the Tracy Joint Unified High School District and the Tracy School District. Facilities within the boundaries of the Jefferson School District will be coordinated by that agency.

4.2 Circulation

4.2.1 Roadway Standards

The Specific Plan circulation system has been designed to meet the transportation demands of the projected population, as well as to link with the city's existing roadway network.

Streets within the Planning Areas are classified according to their expected level of use in the following categories:

Table 4.1
Roadway Standards

			<u>Average Daily Traffic</u>
Major Arterial (Reference Figures 4.5, 4.6, 4.7)	4-lanes	80' Travelled Way (incl. 16' median/Left Turn lane)	10,000 - 25,000 +
Minor Arterial (Reference Figures 4.8, 4.9, 4.10)	4-lanes	64' Travelled Way (incl. 14' Left Turn lane 2-way)	5,000 - 12,000
Major Collector (Reference Figure 4.11)	2-lanes	56' Travelled Way (incl. 16' median/Left Turn lane)	2,000 - 5,000
Minor Collector (Reference Figure 4.12)	2-lanes	42' Travelled Way	500 - 2,000
Residential Street (Reference Figure 4.13)	2-lanes	36' Travelled Way	≤ 500

- (a) The location and design of roadways should integrate with the natural slope of the land and its drainage where feasible.

- (b) Circulation patterns should not encourage through traffic in residential areas. Roadway layouts should discourage use of residential streets by industrial and commercial traffic.
- (c) Internal subdivision circulation should emphasize the use of cul-de-sacs (less than 330 feet in length where feasible) and short loop streets (less than 1,000 feet in length).
- (d) A cul-de-sac should not exceed a maximum number of 20 houses in length.
- (e) Residential subdivision designs should avoid long, straight streets. Where a street must be long, it should be curved such that there is an off-set equal to the width of the street over a viewing distance. This will help to reduce speeding and noise impacts on adjacent homes.
- (f) Design guidelines and roadway alignment for improvement of MacArthur Drive from Mt. Diablo St. to Eleventh St. will be addressed in the Industrial Specific Plan.

Design guidelines are provided in greater detail in Figures 4.2 through 4.13.

4.2.2 Driveway and Intersection Standards

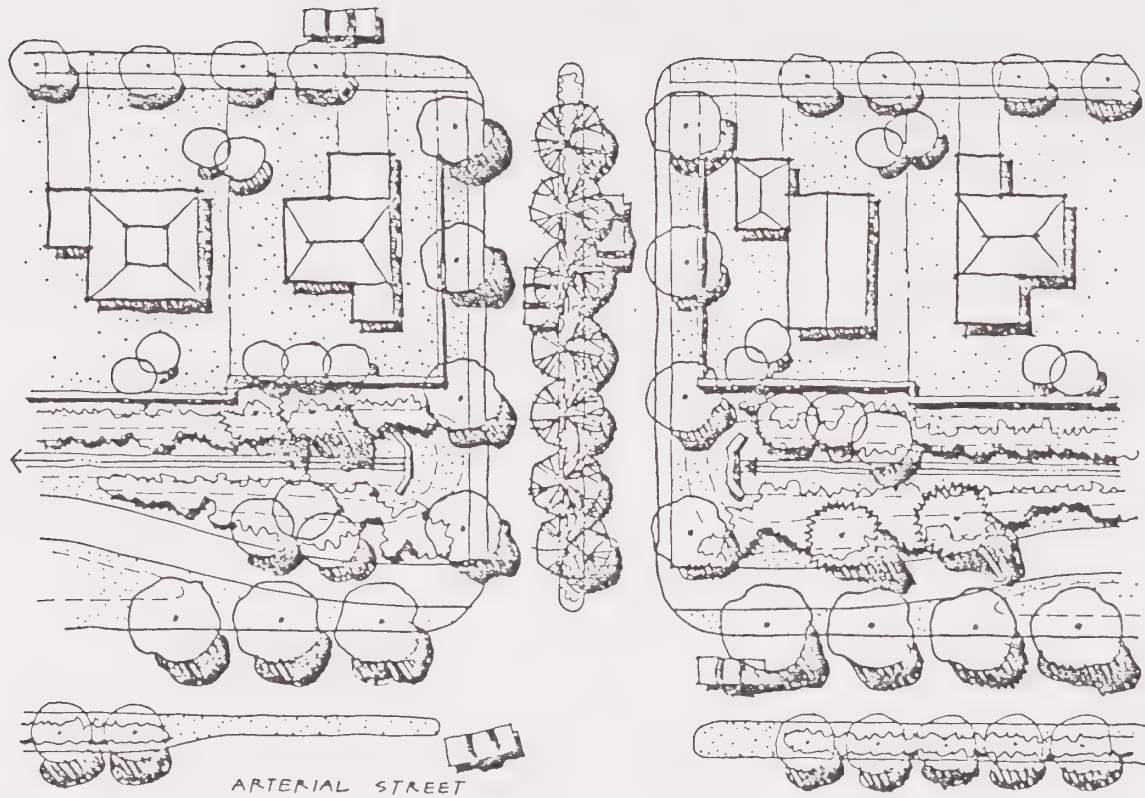
- (a) Residential and Minor Collector Streets should have driveways serving each single family home, spaced at a minimum distance of 9 feet. Driveways serving duplexes may be spaced at a minimum of 3 feet.
- (b) Major Collectors and Minor Arterials should have no driveways serving single-family homes. Each single-family subdivision shall have a main entrance. Driveways serving multi-family buildings, commercial and institutional buildings are allowed. Central Avenue is an exception; driveway spacing should match existing street segments.
- (c) Major Arterial Streets may have commercial or institutional driveways, but these should be carefully located so as not to impede the primary function of these streets, which is to carry through traffic. In general, parcels with frontage on major arterials should have their access on side streets if possible. If a parcel's only frontage is on the major arterial, every effort should be made to consolidate access at a single driveway. In general, the rate of access points to arterial roads should not exceed an average of 1 for every 660 feet. Each entry shall have a median and identity signage as indicated in Figure 4.1.
- (d) Street intersections shall be off-set a minimum of 250 feet to ensure smooth and safe traffic flow. "T" intersections are encouraged over four-way intersections.
- (e) In order to reduce traffic speed and enhance the residential nature of subdivisions, the intersection of cul-de-sac or short loop streets to collector streets must be narrowed so that the residential street mouth is 12 feet narrower than the standard curb face-to-curb face width of the street. This narrowing of the entrance to a residential street can be done by extending the sidewalk into the area that is typically used for a parking lane as shown in Figure 4.2.

Guidelines for the dimensions and spacing of driveways are shown in Figure 4.3. It should be noted that these spacing guidelines are minimum values. The goal should be to exceed them where possible. In the vicinity of busy intersections, driveways will have to be located further from the intersection than indicated in Figure 4.3.

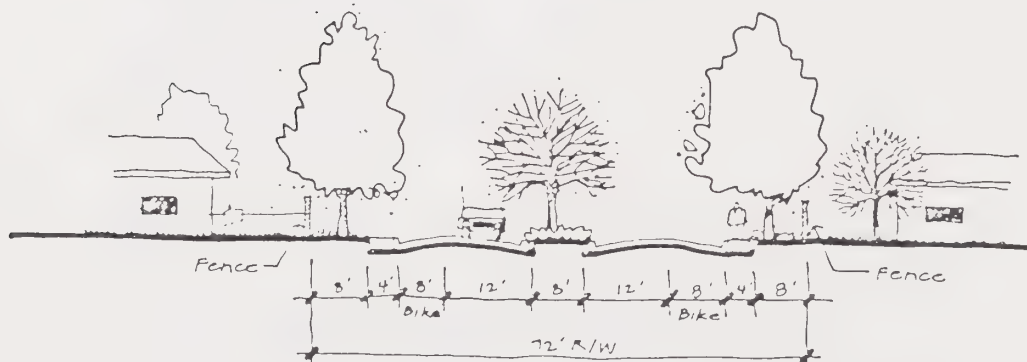
4.2.3 Intersection Signalization

Analyses of projected average daily traffic (ADT) volumes given buildout of the Specific Plan (Figure 4.4) indicates that signals will be required at the following intersections:

- Corral Hollow/Lowell Avenue
- Lincoln/Lowell
- Corral Hollow/Eleventh
- Corral Hollow/Cypress Drive
- Corral Hollow/Schulte
- Sycamore/Schulte
- Tracy Boulevard/Centre Court
- Tracy Boulevard/Schulte
- Central/Schulte
- West Eleventh/New Byron Road



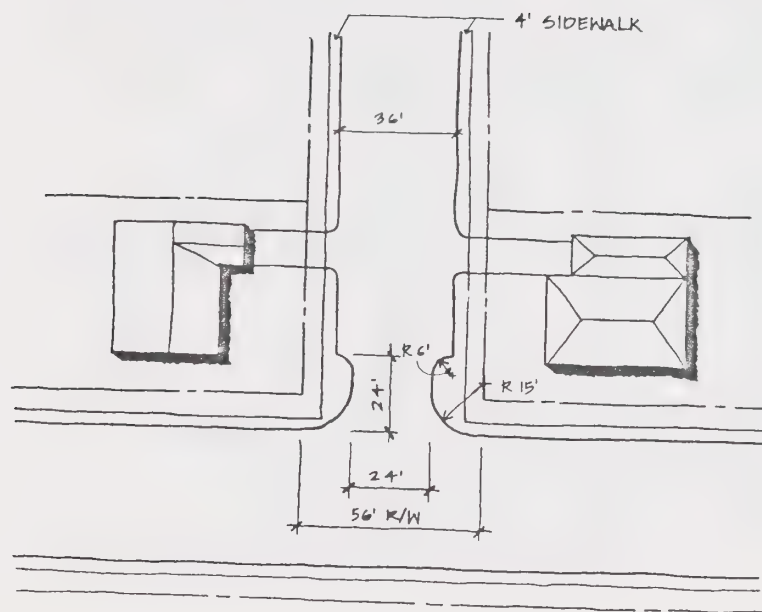
Typical Neighborhood Entry-Plan



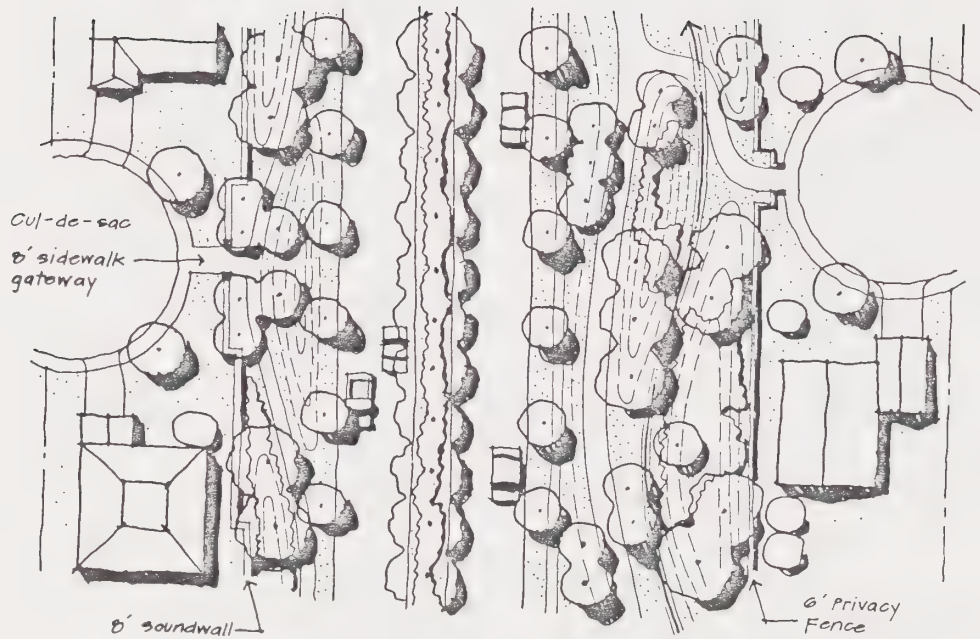
Typical Neighborhood Entry-Section

Note: Typical section extends to first collector st. or 150 feet.

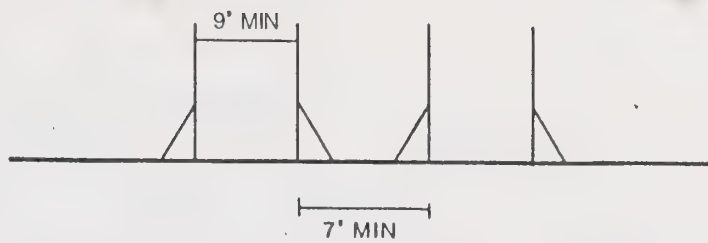
Figure 4.1



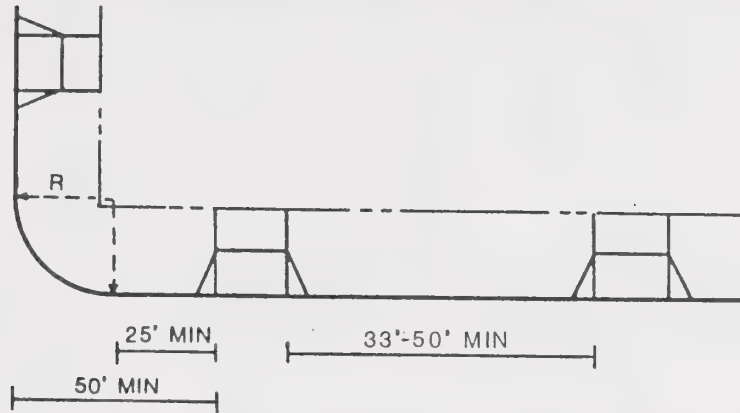
**Residential Street-
Collector Intersection**
Figure 4.2



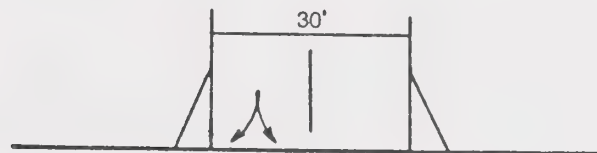
Open Cul-de-sac -Plan



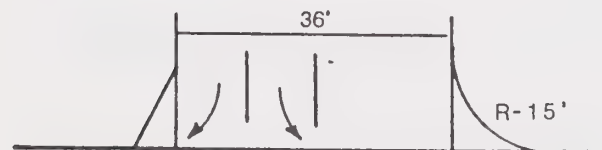
**SINGLE FAMILY RESIDENTIAL DRIVEWAY*
DIMENSIONS AND SPACING**



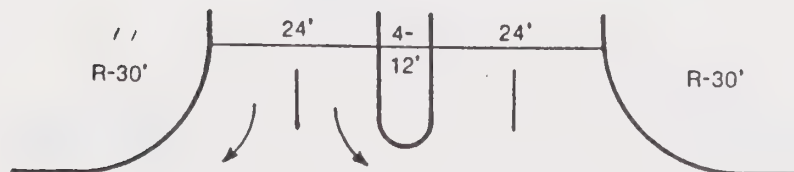
MULTI-FAMILY AND COMMERCIAL DRIVEWAY SPACING



BASIC COMMERCIAL*



MODERATE VOLUME COMMERCIAL



HIGH VOLUME COMMERCIAL

* 3-foot minimum distance
driveways for duplexes

Figure 4.3

DRIVEWAY GUIDELINES

4.2.4 Parking Standards

4.2.4.1 Off-Street Parking - Residential

In keeping with the City of Tracy's current parking code, 1.5 off-street parking spaces should be provided for each dwelling unit in the Specific Plan Area. This ratio should be applied to both single family and multi-family dwellings (including apartments). In many instances, the peak parking demand of larger dwelling units will be two or more spaces, but on-street parking should be adequate to accommodate the additional demand. In some instances, provision of off-street parking beyond 1.5 per unit may be warranted. An example would be a large unit (3-4 bedroom) condominium complex located on streets with little or no available on-street parking. In such an instance, a site-specific study of parking demand and available on-street supply should be conducted to determine if the 1.5 space per unit will be adequate.

4.2.4.2 Off-Street Parking - Commercial

The City of Tracy's code requirement of one parking space per 250 square feet for commercial development also applies for the retail uses proposed for the Specific Plan area (i.e., neighborhood and general highway commercial shopping centers).

4.2.4.3 On-Street Parking

Parking is permitted on residential and minor collector streets, and prohibited on major collector and arterial streets.

4.2.5 Off-Site Street Improvements

Several off-site street improvements will be necessitated by traffic from the Specific Plan area at buildout. They include:

<u>Intersection</u>	<u>Improvement</u>
• Tracy/Grant Line	Restripe Eastbound approach for two through lanes.
• Holly-Central/Eleventh	Facilitate east-to-south right turns.
• Tracy/Eleventh	Add eastbound and northbound right turn pockets (200 feet in length).

4.2.6 I-205 Improvements

Traffic analysis has shown that buildout of the Specific Plan and other infill development in Tracy could lead to a 45 percent increase of mainline traffic on I-205. As the cities of Manteca and Ripon increase their housing stocks and share of I-205 commuters, it will become necessary in the future to widen I-205 to at least three lanes in each direction. Sufficient rights-of-way exists for such a widening, but Caltrans has no projects programmed for I-205 at this time. City of Tracy officials should adopt a policy to pursue funding for the widening of I-205. Local officials should also work to promote traffic mitigation measures throughout the I-205 corridor, such as paratransit programs, to delay the need for this widening.

4.2.7 Paratransit Programs

The Specific Plan will necessitate a doubling in the scale of operation of Tracy Transit, the City's dial-a-ride service. Expansion of this service will be essential to provide a measure of mobility to Tracy residents, current and future, who do not have access to an auto.

Because a large number of Specific Plan residents are projected to commute long distances to work in other communities, an excellent market for carpool, van pool and possibly subscription bus services will exist. With adoption of the Specific Plan, the City commits to a policy of promoting ridesharing and other transportation alternatives. Implementation of such a policy

would be the development of a program to promote the use of transportation alternatives to the single-occupant automobile, including promotion of ridesharing, via the media, designation of park and ride areas where car and vanpools can assemble and working with major employers of Tracy residents in the Bay Area to provide incentives for ridesharing.

4.2.8 Railroad Crossing Design Criteria

4.2.8.1 At-Grade Railroad Crossings

Any roadways which cross railroads without grade separation should be designed to be as perpendicular as possible to the tracks. At-grade crossings should have appropriate signage and traffic control, per Caltran's Traffic Manual. Surface improvement standards at crossings should minimize jolts and vibrations to crossing automobiles.

4.2.8.2 Railroad Grade Separations

The design of railroad grade separations on Corral Hollow Road, Eleventh Street and Tracy Boulevard should conform to regulations contained in the Public Utilities Commission's General Order No. 26-C (which governs railroad bridge design) and the current Caltran's Highway Design Manual (which contains design criteria for roadways passing under railroads, bridges and overhead structures).

The following list of key criteria for all three grade separations is based on these two references as well as the circulation requirements of the City of Tracy:

- (a) Grade separations should have four travel lanes and sidewalks.
- (b) Maximum slope of the roadway should not exceed 5%.
- (c) Minimum clearance between roadway and the bottom of the railroad bridge should be 15 feet.
- (d) Stopping sight distances should conform to Caltran's standards.

4.2.9 Noise Standards

The following design guidelines shall apply to all uses within The Specific Plan areas to minimize noise impacts:

- (a) Limit use of unbroken solid walls along arterial streets to provide noise attenuation in order to avoid a monotonous, walled-city appearance. Provide variable 25' to 35' wide landscaped zone with wall offsets as indicated on typical roadway sections. Include berms, setbacks, noise insulation, and buffering of noise-sensitive areas from the noise source by buildings, parking areas or structures. (See Figures 4.5 through 4.13).
- (b) Avoid siting new residential land uses within present and future 65 dBA Ldn contours, unless effective shielding can be provided so that exterior noise level will not exceed 65 dBA Ldn.
- (c) Avoid locating other noise-sensitive uses on sites with greater than 60 dBA Ldn where possible.
- (d) Ensure that new commercial and industrial projects are designed to minimize noise impacts on neighboring noise-sensitive areas. Reduced noise levels can be achieved with landscaping and additional setbacks where necessary.

4.3 Parks and Open Space

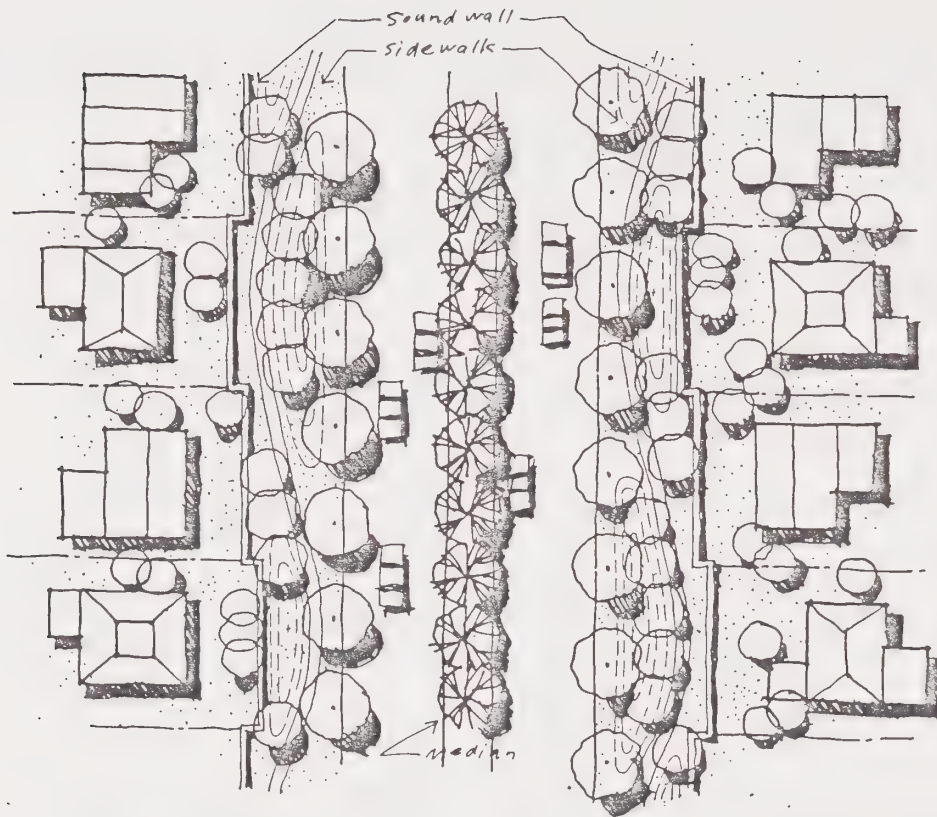
The Specific Plan park system has been designed to provide recreational opportunities for the entire community. Development of the three-tiered park system will allow both play areas close to home, neighborhood parks for group activities, and a community park for active sports and large events.

4.3.1 Park Development Standards

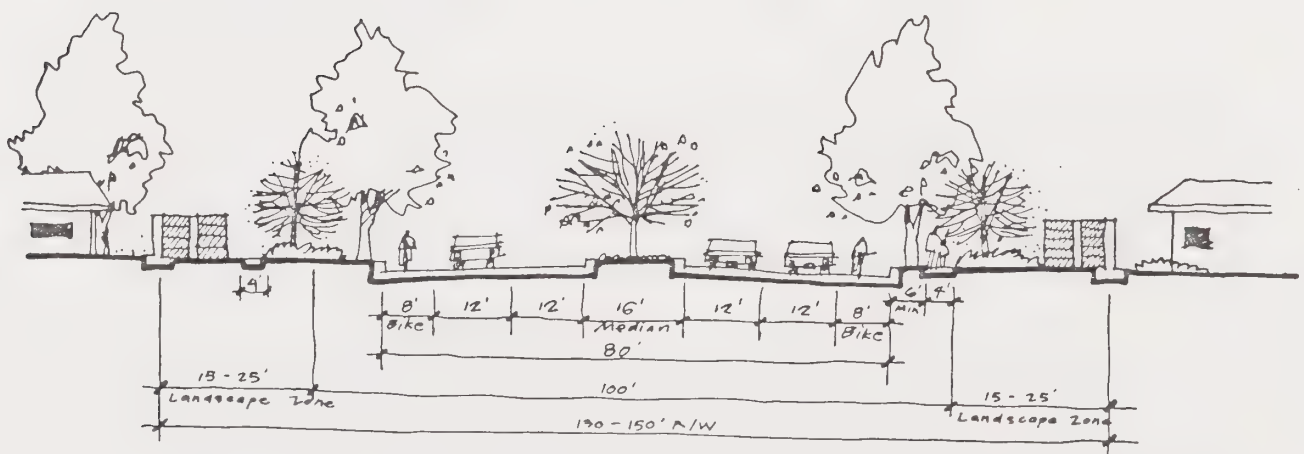
4.3.1.1 Mini-Parks

- (a) Generally, subdivisions that include areas which are one-eighth mile or further from a school or a Neighborhood Park shall provide public open space in the form of one-half acre mini-parks. Mini-parks shall also be provided if access to a school or a Neighborhood Park is blocked by a major street. These play areas shall be dedicated and developed by the subdivision developers. Table 4.2 lists the acreage requirements for mini-parks, by parcel and Figures 3.3, 3.4 and 3.5 show diagrammatic locations for the mini-parks.
- (b) Mini-parks should be centrally located within a subdivision and be linked to the neighborhood open space network where feasible.
- (c) Mini-parks can also be designed to provide a unique element in each neighborhood that acts as a landmark and gives the neighborhood its own identity. Fountains, statues or special landscaping could be used to achieve this. However, the primary function of the mini-parks as a play area must not be precluded.

- (d) Private open space may be substituted for public mini-parks in areas where shown on the Plan provided the service area of the mini-park is entirely within one form of land ownership such that all residents are guaranteed use of the mini-park. Additionally, the minimum park dedication requirements must be met and the dedication ensured for perpetuity.



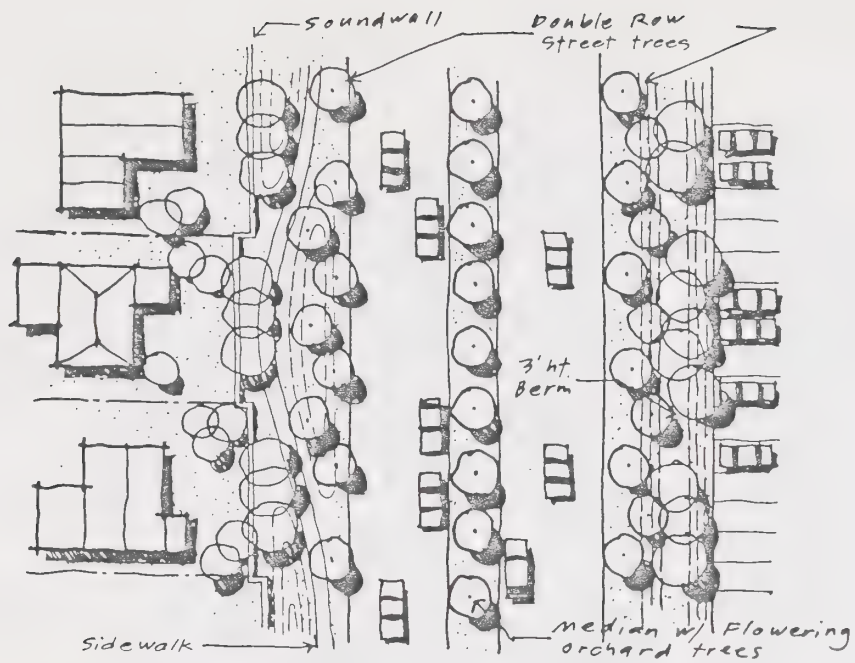
Major Arterial-Plan



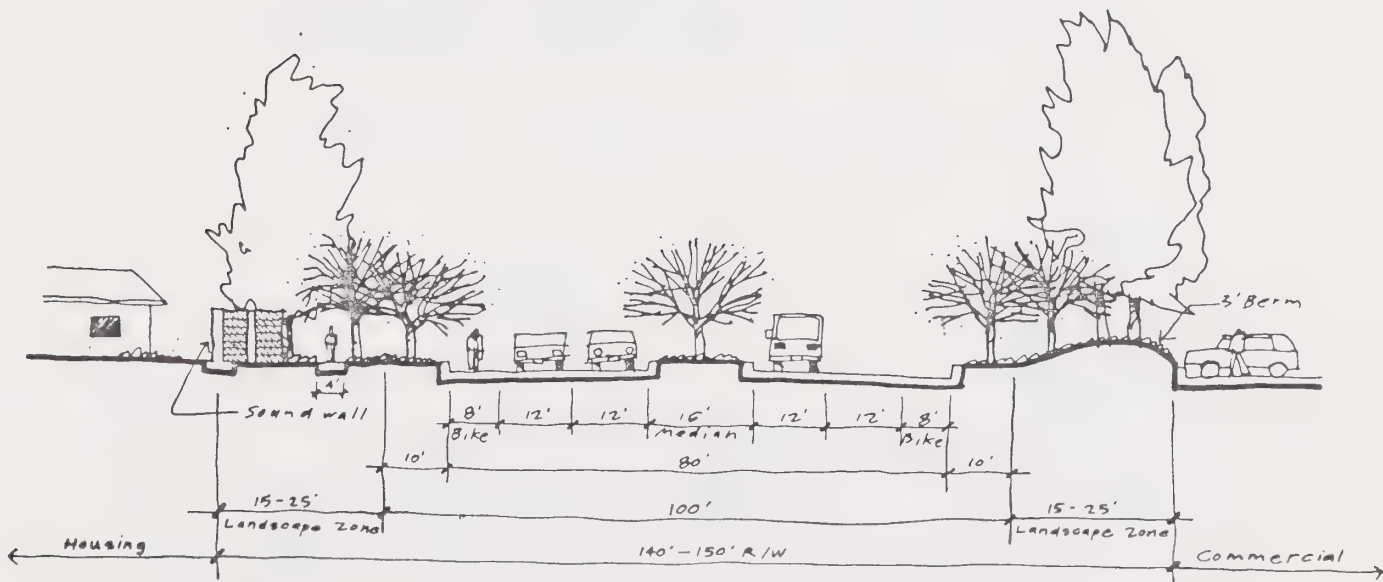
Major Arterial-Section

Corral Hollow Rd., Schulte Rd., Tracy Blvd.
Valpico Rd. and Mac Arthur Blvd.

Figure 4.5



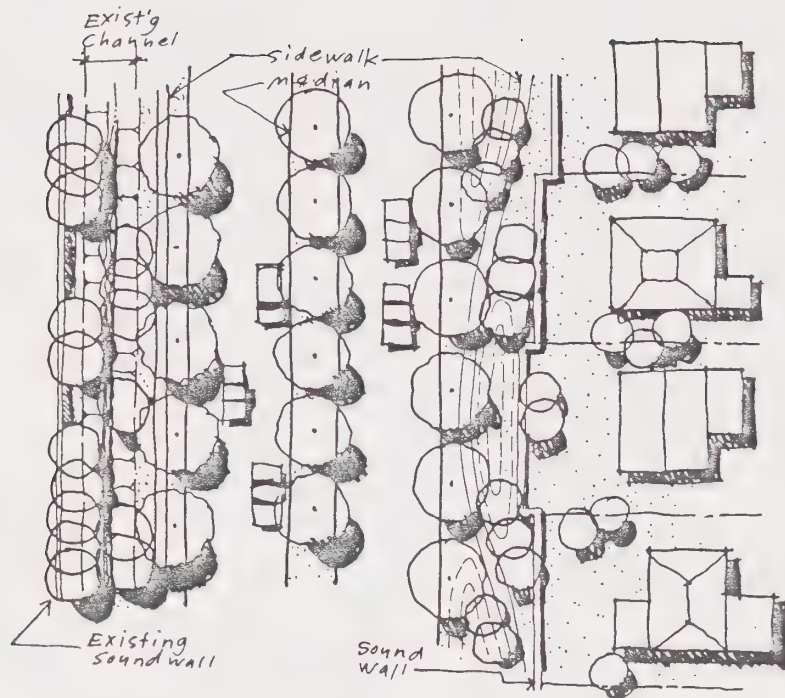
Major Arterial-Plan



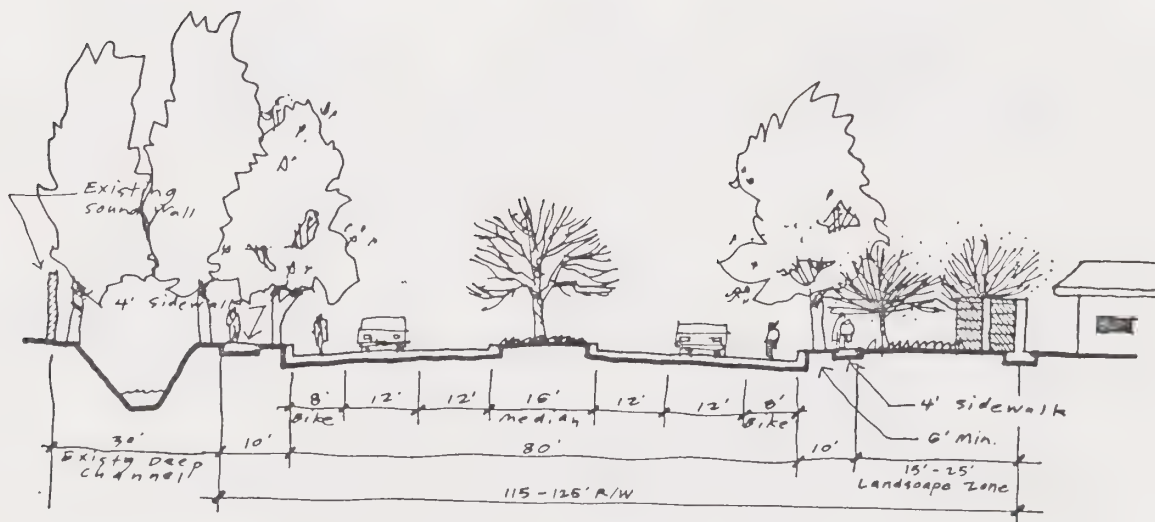
Major Arterial-Section

Grant Line Rd. west of Corral Hollow Rd.
and Eleventh St. east of Corral Hollow Rd.

Figure 4.6

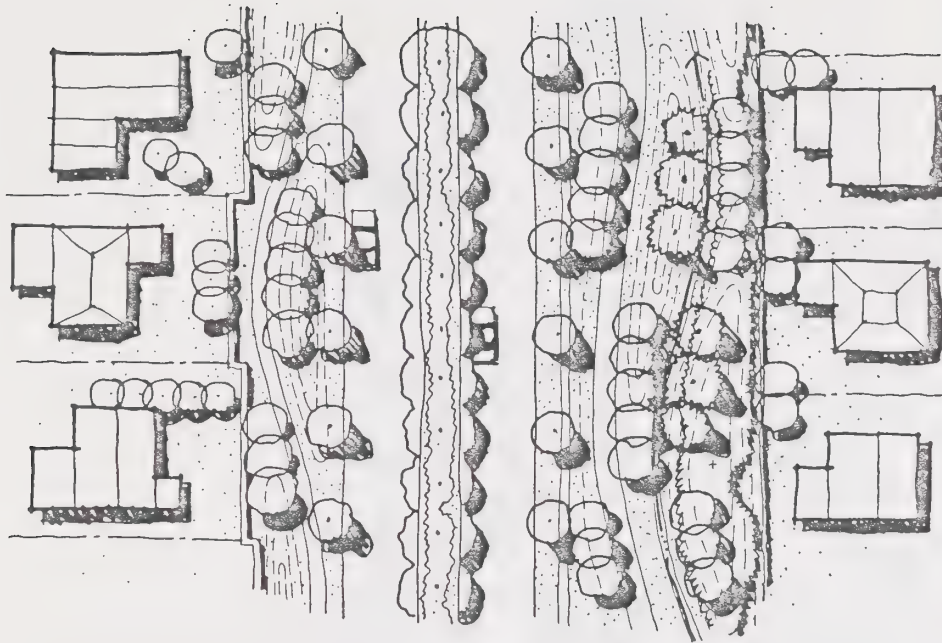


Major Arterial w/ Existing Deep Channel-Plan

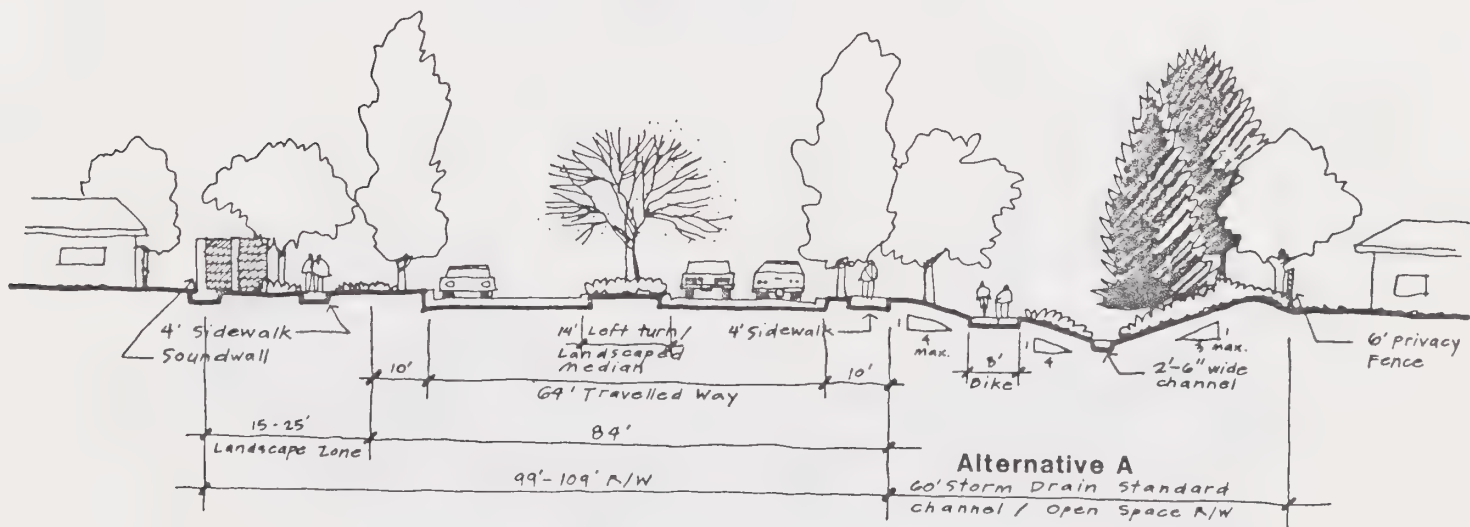


Major Arterial w/ Existing Deep Channel-Section
Grant Line Rd. east of Corral Hollow Rd.

Figure 4.7

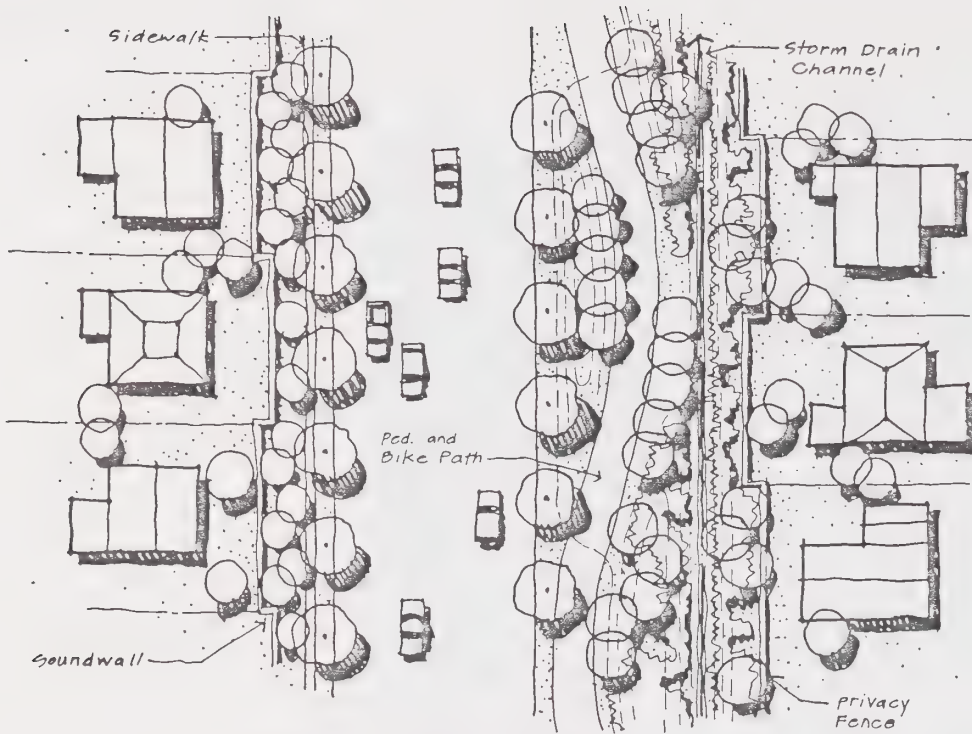


Minor Arterial w/ Storm Drain Channel-Plan

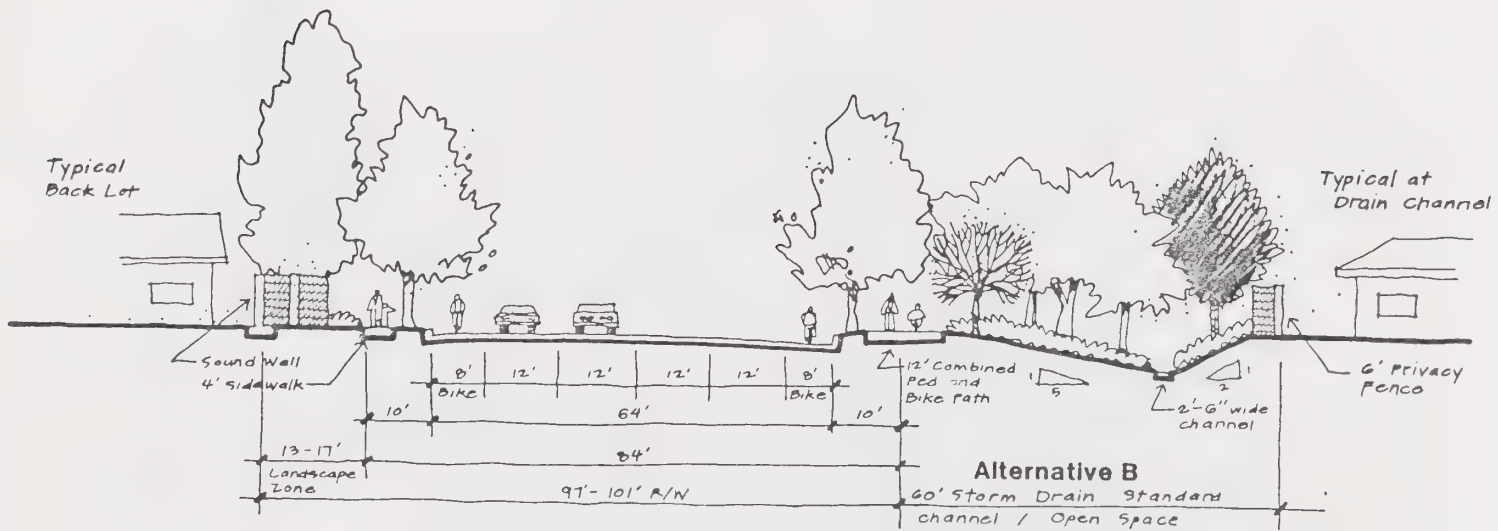


Minor Arterial w/ Storm Drain Channel-Section
Sycamore Pkwy. and Corral Hollow Rd.

Figure 4.8



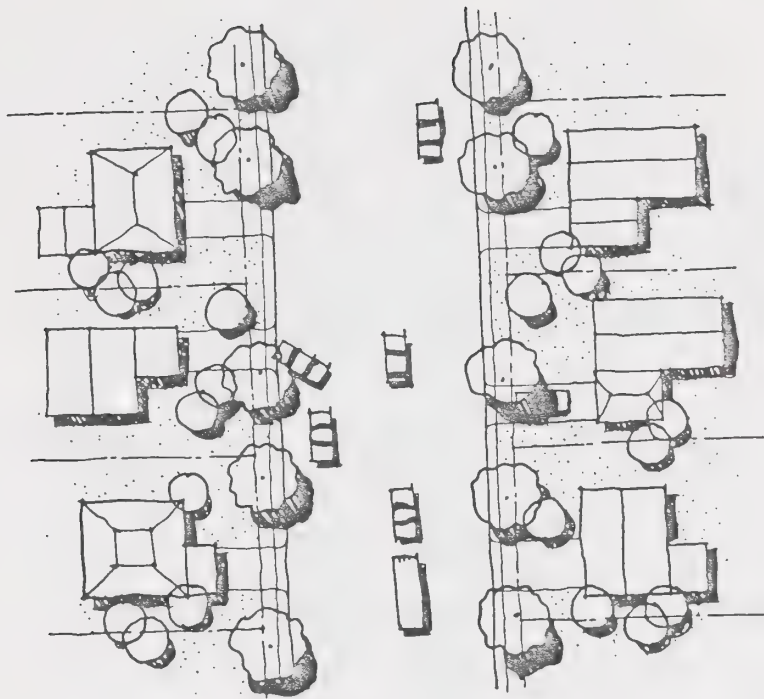
Minor Arterial-Plan



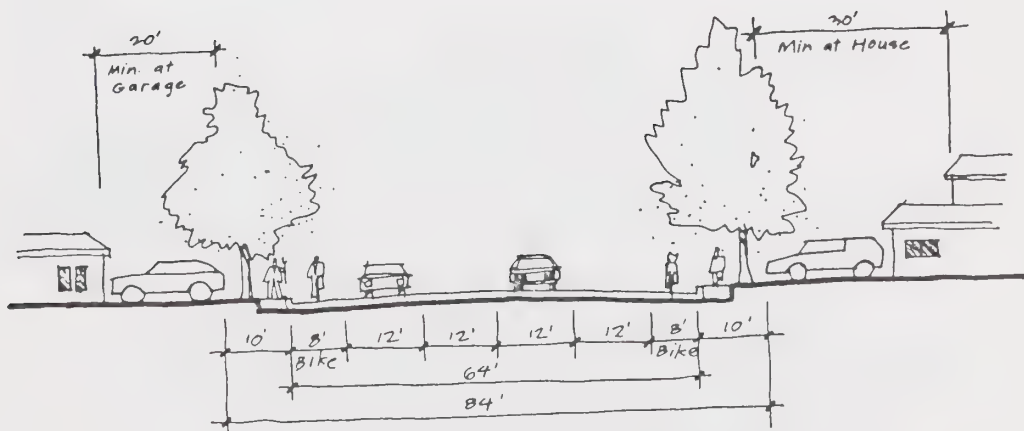
Minor Arterial-Section

Corral Hollow Rd. north of Grant Line Rd.
Lowell Ave. East and West Central Ave.

Figure 4.9

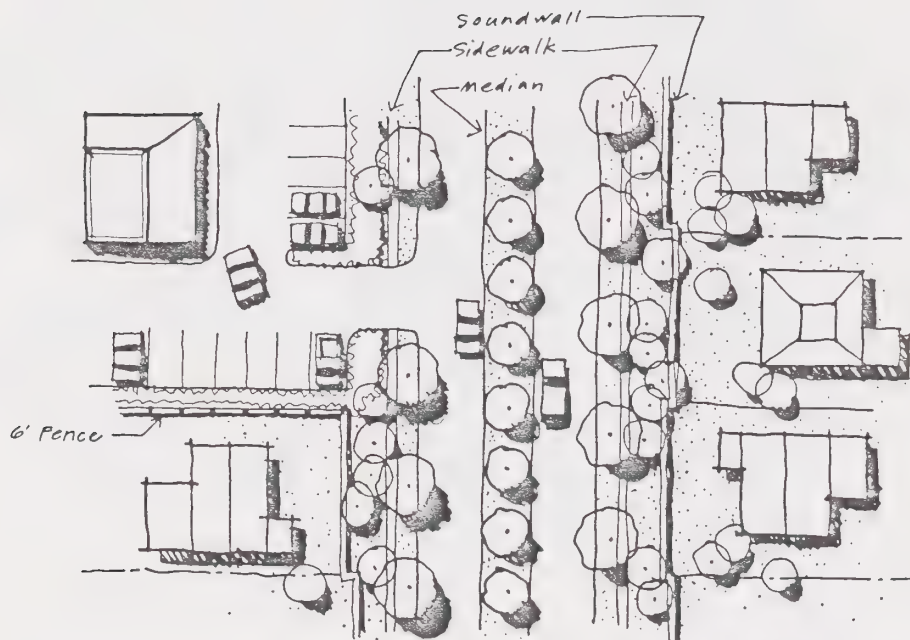


Minor Arterial-Plan

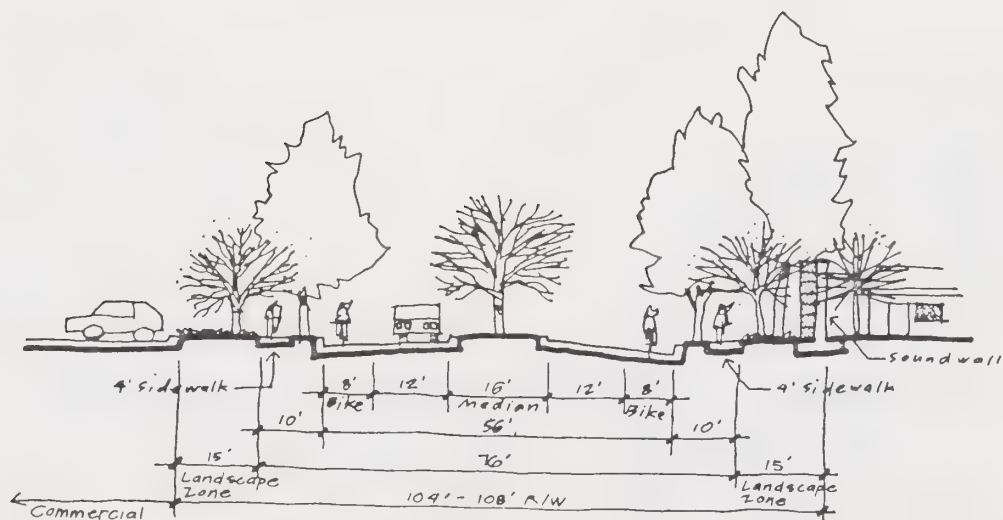


Minor Arterial Front Lots - Section
 Central Ave. from Eleventh St.
 to Tracy Blvd. only.

Figure 4.10

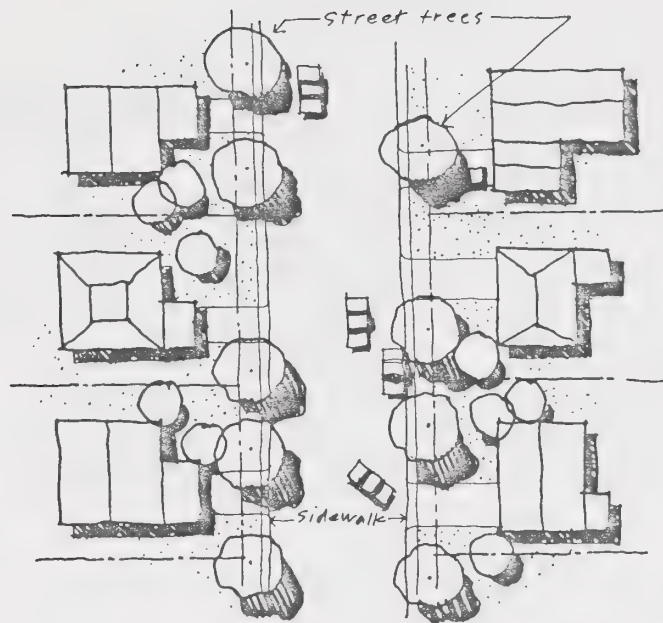


Major Collector-Plan

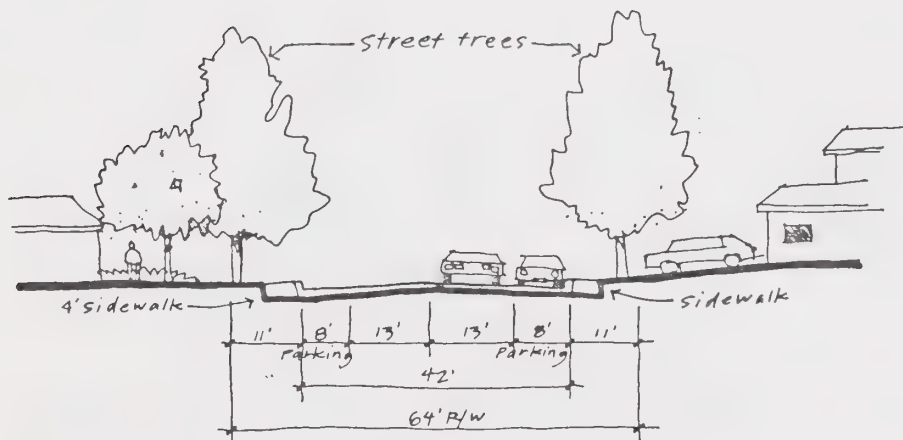


Major Collector-Section
Mt. Diablo St. east of Third St.

Figure 4.11



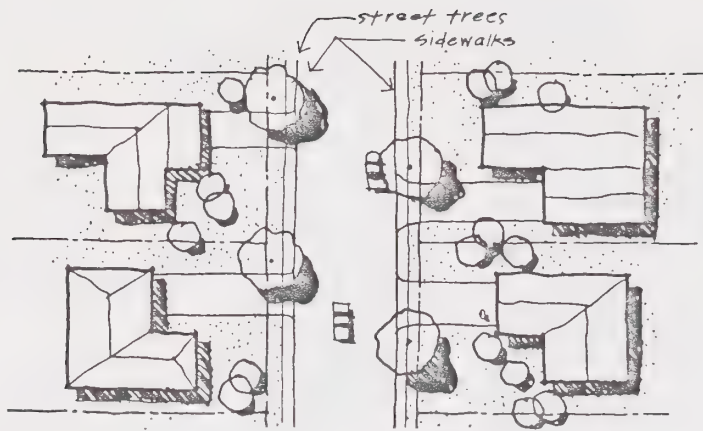
Typical Minor Collector-



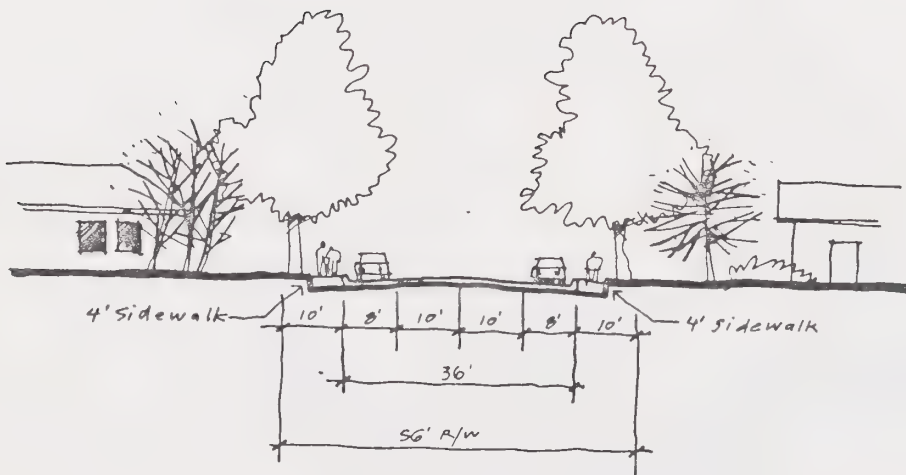
Typical Minor Collector-

Tennis Lane, Lincoln Blvd., Lowell Ave. West,
Byron Rd. extension, Kavanaugh Rd.,
Cypress Ave. and other streets
with 50- 200 units or 500- 2,000 ADT.

Figure 4.12



Typical Residential Street-Plan



Typical Residential Street-Section

50 units or less 500 ADT. or less

Figure 4.13

Table 4.2

Mini-Park Standards

<u>Parcel #</u>	<u>Mini-park Acreage</u>	<u>Parcel #</u>	<u>Mini-park Acreage</u>
1	0	14b	0.5
2	0	15	0.5
3	0.5	16	0.5
4	0.5	17	1.0
5	1.0	18	2.0
6	0	19	1.0
7	0.5	20	0.5
8	1.0	21	0.5
9	0	22	0
10	0.5	23	0
11	1.0	24	0.5
12	0	25	1.0
13	1.0	26	-
14a	0	27	0

4.3.1.2 Neighborhood Parks

- (a) The Neighborhood Park sites which are identified on the Land Use Map (Figure 3.2) are placed such that they can be easily connected with the overall open space network and be shared with K-5 school sites. Development of Neighborhood Parks within the Specific Plan areas must fit this criteria at a minimum.
- (b) The size of Neighborhood Parks ranges from six to eight acres. Refer to Table 3.1 for site specific acreages.
- (c) Seven acres of the park land expected to be dedicated have been set aside and are not mapped. These acres are to be provided on parcels where ECU's are transferred in the future.
- (d) Clear accessways should be made whenever possible to pedestrian and bicycle paths.
- (e) Neighborhood Parks should be bordered on three sides with streets where feasible.
- (f) Access from a park to a railroad track should not be allowed.
- (g) Safety in the park should be enhanced by:
 - (i) Safety and security in design
 - (ii) Adequate lighting
 - (iii) High visibility (eliminate secluded and obscure areas)
 - (iv) Safe access to parks
- (h) Handicapped access should be provided by clear paths to each facility in the park.
- (i) Features of neighborhood parks should include:
 - (i) Contoured grading
 - (ii) A mix of shade trees
 - (iii) Utilize areas with mature trees where available.
- (j) Typical Neighborhood park development could include:
 - (i) Circulation (Pedestrian, Bike and Jogging Trails)
 - (ii) Landscape and Irrigation
 - (iii) Facilities (1 softball, soccer, 2 tennis, 2 multi-courts, 2 sport walls, children's playground, picnic, and barbecue areas)
- (k) Valle Vista, which is currently a stubbed, local street, be limited to pedestrian access only and not provide automobile access to the park or school.

4.3.1.3 Community Park

- (a) It is recommended that land for a Community Park be acquired in the near future preceding further escalation of land values in the Tracy area. A minimum park site of between 40 and 100 acres is advised. Once a Community Park site is selected, as much land as is economically feasible should be purchased; no community has regretted purchasing “too much land.”
- (b) Development of improvements within the park can be phased as funds become available. However, preliminary plans should be made once land is acquired to determine the overall design of the park.
- (c) Conceptual Programming for a 40+ acre park could include:

Softball/Hardball Fields (10 Acres)--Three softball fields and one hardball field situated in a clover-type arrangement with lighting for night use. The softball complex should be situated on the perimeter of the park so sounds and lighting will not interfere with other park activities. Sunken or bermed areas around the softball diamonds can improve the appearance of the area and relieve the need for fill in other areas of the park. Trees should line this softball complex to provide a natural wind break.

Soccer Fields (7 Acres)--There should be four full-sized soccer fields situated next to the softball complex and adjacent to the more passive uses.

Parking (4 Acres)--Landscaped parking areas should be distributed around the perimeter of the park.

Playgrounds (3 Acres)--Three types of playgrounds are recommended; a regular full-size playground for older children; a “tot-lot” for preschoolers; and a playground designed for handicapped children or children who use appliances. Additionally, some of the three acre allotment should be devoted to simple court-type sports such as basketball. All playgrounds should be easily maintained and designated with safety features.

Picnic Areas (7 Acres)--Attractively designed coverings should be utilized in the picnic areas. One large picnic area to accommodate one to two hundred people is suggested. Smaller picnic areas should be distributed throughout the park.

Amphitheatre (2 Acres)--An amphitheatre should incorporate a stage that is both professional and appealing. The seating area should be at a gentle slope accessible for either picnickers or more formal uses.

Pathways and Walkways (5 Acres)--Pathways and walkways should be designed to meet the needs of a variety of users. Unique surfaces on some pathways can be used to isolate certain activities such as rollerskating or jogging. Particular attention should be paid to handicapped access.

Garden Areas (2 Acres)--Gardens should be distributed in an aesthetically pleasing way, perhaps along the walkways.

- (d) All features in the Community Park should be designed to consider security.

4.3.2 Streetscapes

4.3.2.1 General

- (a) The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, landforms, soundwalls, lighting, furniture and signage to produce an attractive and functional environment.
- (b) All landscaping should be designed, installed and maintained in accordance with the principles of xeriscape. The goals of xeriscape are to provide a low maintenance, water-conserving, functional and attractive landscape.
- (c) All landscaping should employ a mix of trees, shrubs, groundcovers and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.
- (d) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials are not acceptable as a sole ground cover material.
- (e) The use of lawn substitutes is encouraged in all medians, parkways and drainageways. The use of turf should be minimized and reserved for areas of high use or visibility.
- (f) Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.
- (g) The solar rights of property owners should be protected from encroachment by any structures or vegetation in the parks, medians, parkways and drainageways.

4.3.2.2 Entryways and Gateways

- (a) The approaches to, and the intersections of, Eleventh Street and Grant Line Road with Corral Hollow Road should receive special treatment as gateways to the City of Tracy.
- (b) Setasides for at the gateways shall be no less than 50 feet measured from the back of curb.
- (c) Clear sight lines, unobstructed by trees, signs or other elements, shall be maintained to the gateway area.
- (d) Gateway landscape design shall establish an entryway theme and signage that is consistent with Tracy's agricultural and railroad heritage. See Figure 4.15.

- (e) Gateway landscape design shall be integrated and consistent with the streetscape design.
- (f) Signage design should provide opportunity for identification of nonprofit service organizations in the community.
- (g) Vertical elements such as flagpoles or tall trees should be incorporated into the design.
- (h) Berms should be used to elevate or frame gateway features.
- (i) Sign materials should be resistant to the weather and vandalism.
- (j) Provision should be made for night lighting of the gateway area.
- (k) Bicycle and pedestrian paths should be continuous through the gateway area.
- (l) Entrances to neighborhoods shall be highlighted by special design treatment as shown in Figure 4.1.
- (m) The following list of trees is recommended for use in the gateway areas, at other entryways to neighborhoods and in other locations where accent is appropriate. Plant palette should also include the tree species used on adjacent streets and medians.

<u>Botanical Name</u>	<u>Common Name</u>	<u>Feature</u>
<i>Cedrus atlantica</i>	Atlas Cedar	Form
<i>Cedrus deodara</i>	Deodar Cedar	Vertical
<i>Eucalyptus globulus</i> 'compacta'	Blue Gum	
<i>Eucalyptus viminalis</i>	Manna Gum	Vertical
<i>Lagerstroemia indica</i> cvs.	Crape Myrtle	Flowering
<i>Magnolia soulangiana</i> cvs.	Saucer Magnolia	Flowering
<i>Malus</i> cvs.	Flowering Crabapple	Flowering
<i>Phoenix canariensis</i>	Canary Island Date Palm	Vertical
<i>Populus nigra</i> 'italica'	Lombardy Poplar	Vertical
<i>Prunus cerasifera</i> 'Pissardii'	Purple Leaf Plum	Flowering
<i>Prunus serrulata</i> 'Kwansan'	Flowering Cherry	Flowering
<i>Washingtonia robusta</i>	California Fan Palm	Vertical

4.3.2.3 Street Trees

General

- (a) Tree plantings should indicate street hierarchy with larger trees along arterial streets and smaller trees on collector and residential streets.
- (b) Tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets. Treatment of the drainageway when adjacent to parkways shall complement this formalized row of trees.

- (c) One tree specie or pattern of species shall be planted consistently at regular intervals along the entire length of a street. Spacing interval shall be no greater than 50 feet on center.
- (d) Where trees are planted in medians, the plantings shall be continuous and at regular intervals. Spacing interval shall be no greater than 50 feet on center. Adequate light lines shall be maintained at intersections.
- (e) Different tree species should be planted along intersecting arterials or collectors.

Special Streets

- (a) The following list identifies recommended trees for the major streets that form the framework of the community. Use of these trees on other streets should not be extensive.

<u>Street</u>	<u>Parkway</u>	<u>Median</u>
Grant Line Rd.	Pistacia chinensis Chinese Pistache	Prunus serrulata cvs. Flowering Cherry
Corral Hollow Rd	Fraxinus holotricha 'Moraine' Moraine Ash	Pyrus calleryana 'Bradford' Bradford Pear
Eleventh St.	Pistacia chinensis Chinese Pistache	Malus cvs. Flowering Crabapple
Sycamore Parkway	Platanus acerifolia 'Yarwood' London Plane Tree	Lagerstroemia indica cvs. Crape Myrtle
Tracy Blvd.	Fraxinus oxycarpa 'Raywoodii' Raywood Ash	Pyrus calleryana 'Aristocrat' Aristocrat Pear
Schulte Rd.	Liquidambar styraciflua American Sweet Gum	Prunus serrulata cvs. Flowering Cherry
MacArthur Drive	Eucalyptus gunnii Cider Gum	Pyrus calleryana 'Bradford' Bradford Pear
Valpico Rd.	Celtis Chinese Hackberry	Malus cvs. Flowering Crabapple

Collector and Residential Streets

- (a) Landscape design should seek to establish a unifying theme in each neighborhood with a single tree species planted along each street.
- (b) A minimum of one tree shall be provided within the road R.O.W. for each lot along collector and residential streets. The planting of additional and accent trees is encouraged.
- (c) The following is a list of trees recommended for use along collector and residential streets.

<u>Botanical Name</u>	<u>Common Name</u>
Albizia julibrissim	Silk Tree
Alnus cordata	Italian Alder
Alnus rhombifolia	White Alder
Celtis australis	European Hackberry
Celtis sinensis	Chinese Hackberry
Ceratonia siliqua	Carob Tree
Cinnamomum camphora	Camphor Tree
Eriobotrya japonica	Bronze Loquat
Eucalyptus ficifolia	Red Flowered Gum
Eucalyptus polyanthemos	Silver Dollar Gum
Fraxinus velutina 'Modesto'	Modesto Ash
Koelreuteria bipinnata	Goldenrain Tree
Quercus suber	Cork Oak
Rhus lancea	African Sumac
Robinea ambigua 'Idahoensis'	Idaho Locust
Schinus terebinthifolius	Brazilian Pepper Tree
Sophora japonica 'Regent'	Japanese Pagoda Tree
Zelkova serrulata	Sawleaf Zelkova

4.3.2.4 Storm Drainageways and Landscape Zone Design

- (a) Landscape design at the drainageway and in the landscape zone should use a mix of trees, shrubs, ground-covers, vines and turf as appropriate, mixing conifers with deciduous and evergreen broadleaf species. See Figures 4.8 and 4.9.
- (b) Trees species planted in the parkway and median of the adjacent street shall be used at the drainageway and in the landscape zone, however these species shall not account for more than 50% of all trees in these areas.
- (c) Landscape design should integrate the paths with the plantings and berms. Paths should be gently curvilinear, flowing together with the soundwall. Paths and trees should not be located on top of berms. See Figures 4.8 and 4.9.
- (d) Plantings should be designed to restrict access to the channel and adjacent properties.

- (e) No facilities requiring plumbing connections (i.e., restrooms, fountains) shall be installed at the drainageway or in the landscape zone.
- (f) The following is a list of trees recommended for use at the drainageway or in the landscape zone.

<u>Botanical Name</u>	<u>Common Name</u>
Aesculus californica	California Buckeye
Alnus rhombifolia	White Alder
Casuarina cunninghamiana	River She-Oak
Casuarina stricta	Coast Beefwood
Catalpa speciosa	Western Catalpa
Pinus canariensis	Canary Island Pine
Pinus eldarica	Mondell Pine
Pinus pinea	Italian Stone Pine
Platanus racemosa	California Sycamore
Populus fremontii 'Nevada'	Nevada Male Cottonwood
Populus nigra 'Italica'	Lombardy Poplar
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Quercus rubra	Red Oak
Schinus molle	California Pepper
Salix babylonica	Weeping Willow
Salix tortuosa	Corkscrew Willow
Umbellularia californica	California Bay

4.3.2.5 Pedestrian and Bicycle Paths

- (a) Bollards shall be installed at all intersections with streets to alert the pedestrian or cyclist and discourage vehicular access. Bollards should be removable to permit emergency access.
- (b) Bicycle paths should be constructed of asphaltic concrete.
- (c) Plantings should be designed and maintained to insure good visibility at intersections and prevent obstruction of paths.

4.3.2.6 Soundwalls and Fences

- (a) Soundwalls should be designed for aesthetic as well as functional purposes. Materials should be selected and employed to create visually interesting patterns, or lines.
- (b) Soundwalls adjacent to streets shall be 8 feet in height and constructed of a durable and massive material such as concrete block or other masonry materials. See Figure 4.6.
- (c) Between the right-of-way of an open-end cul-de-sac head and an arterial street, a three-foot wrought iron fence or open masonry wall may be used instead of an 8-foot solid soundwall.

- (d) Soundwall materials should have an irregular surface to reduce glare and reflections.
- (e) The distance from the curb to the soundwall shall vary in a rhythmic pattern as shown in Figure 4.6.
- (f) Soundwall or fences used to buffer adjacent land uses shall be 6 feet or more in height. See Figure 4.11.

4.3.2.7 Lighting, Furniture and Signage

Lighting

- (a) Illumination standards for arterial collector and residential streets should reflect the different right-of-way widths and functions.
- (b) Light fixtures and standards shall meet all safety standards and be employed throughout the length of each street. It is recommended that one lighting fixture style be employed for use on all streets.

Furniture

- (a) Benches, bollards, trash receptacles and other furnishings should be provided at appropriate locations in the open space network.
- (b) All furnishings should be resistant to the weather and vandalism.
- (c) A consistent furnishing style shall be adopted and employed for use throughout the Specific Plan area.

Signage

- (a) All official street and directional signs shall meet all safety standards. One sign style shall be employed throughout the Specific Plan area.
- (b) Signs identifying neighborhoods, schools, parks and commercial areas should be integrated with the design of the streetscape.

4.4 Storm Drainage

The storm drainage system is one of the most important functional systems within The Specific Plan. Because it relies on a network of drainage channels to transport storm flows, it is essential that siting, design and construction of each segment of the system be coordinated. Therefore, design guidelines are provided in this section which specify standards for implementing the open channel system proposed in the Storm Drainage Master Plan.

The plan also recognizes the ability of the Storm Drainage System to be an amenity to the surrounding community. An open space network is planned to be adjacent to storm channels and include bicycle and pedestrian pathways.

4.4.1 Channel Design Standards and Dedication Requirements

- (a) The main network of the Storm Drainage System is to be comprised of open channels. The top width of the open channel shall be approximately 70 feet with a bottom depth of six feet. The channel bottom will have a 2-1/2 foot wide concrete gutter section for low flows. Slope of the channel shall not be less than 0.25% and a velocity of not less than 2.0 feet per second, nor greater than 6.0 feet per second under storm flow conditions.
- (b) Two alternative channel designs have been prepared. The exact nature of the channel will be determined during the design phase. These alternatives are presented in Figure 4.15. Refer to Figures 4.2 through 4.12 for additional design details.
- (c) Where a storm drainage line is required to remove water from tributaries off a main drainage trunk line or from trapped drainage areas, a pipe line is permitted. When such a line is within an open space network, a 35-foot right-of-way is required (Figure 4.15). Outside the open space network, a 20-foot right-of-way is required, which can be located within subdivision street right-of-way when hydraulically possible.
- (d) The use of "valley gutters" within subdivisions is encouraged so as to reduce cost and allow drainage to flow to open drainage channels.
- (e) Where roadways pass over the storm drainage system, low profile culvert sections should be used. Each crossing should be designed to convey the peak storm discharge and conform to any existing underground facilities. Construction of these crossings will either be by the open cut method or by the jacking method depending upon the particular site conditions.
- (f) Channels that are adjacent to commercial properties will require pipe undercrossings at each driveway ingress-egress location. These locations will be in accordance with the commercial driveway standards set forth in Section 4.2.2.

- (g) The present use of the WSID facilities may remain in effect until such time the existing storm drainage system can be connected to storm drainage channels. Uses of the WSID facilities may then be phased out as required.
- (h) In accordance with the Storm Drainage Master Plan, the channel is designed to carry the peak flow discharge of the 100-year storm recurrence with one foot of freeboard.
- (i) The hydrology and hydraulic design of the channel shall be in accordance with the City of Tracy's standards as described in the Storm Drainage Master Plan. The hydraulic design of the intact system should be designed to the hydraulic gradients established by the Master Storm Drainage System. In no case shall the elevations of the rights-of-way lines and the top of curb elevations be less than the hydraulic gradient of the conveyance system for the 100-year and 10-year storm recurrence, respectively. Special designs may be considered by the City only if the above design considerations are demonstrated to be unobtainable.
- (j) All construction and materials required for the storm drainage system and any related appurtenance shall be designed to any and all City of Tracy Standard Specifications and Plans.
- (k) Any pumping stations that would be required to conform to City adopted policies shall be designed to provide an equivalent level of service as that of a gravity flow system. All pumping facilities shall have the required detention storage and standby power generators to maintain the proper level of service as determined by the City Engineer.

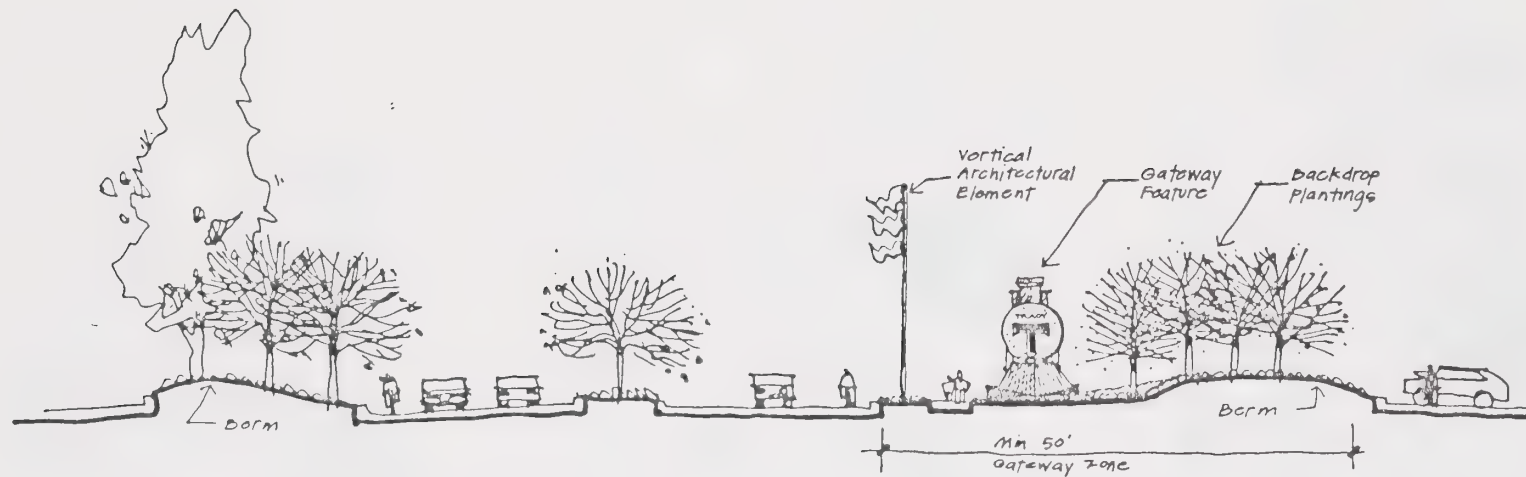
4.4.2 Interim Facilities

The basic phasing technique in linking together non-sequential development patterns is to begin constructing the storm drainage network from the outfall (Sugar Cut) and proceed upstream with the construction. As the storm drainage channel passes each parcel it can be developed.

The provision of interim storm drainage detention facilities while the network is under construction is discouraged. Interim facilities will only be allowed when the following provisions can be met:

- (a) The City Engineer finds a compelling reason to allow the construction of such facilities as they will be easily incorporated into the City's master storm drain system within 4 years.
- (b) The detention facility will be constructed as a segment of the adopted drain channel and it will lie entirely within the property to be served. Interim ponds other than segments of the adopted channel may only be constructed on parcels not mapped to be crossed by said channels.

- (c) The proponent can provide detention of the amount of runoff required by the City Engineer.
- (d) If a planned storm drainage channel lies on the parcel, the developer may build that segment and use it to the capacity of the detention facility, based on criteria and review by the Director of Public Works.
- (e) If the parcel does not contain a segment of the storm drainage system or it contains a segment not large enough to hold the required capacity, the developer may build a detention facility which will serve no more than twenty-five percent (25%) of the property owner's net developable acreage.



Gateway Concept at Major Arterial

Grant Line Rd. and Eleventh St.
at Corral Hollow Rd.

4.5 Utilities

Within subdivisions sewer and water systems shall be designed in accordance with the City of Tracy's Master Plans and Standard Specifications and Plans.

Gas, electric and telephone utilities are considered to have no special design requirements other than those required by the individual agencies involved.

5. IMPLEMENTATION: FINANCING AND PERMITTING

5.1 Permit Processing

The permit process described below applies to all developments proposed within the Specific Plan areas. Figure 5.1 is a graphic illustration of this process from design concept to approval of the building permit. Each element of the permit process is described in greater detail in the Tracy Municipal Code; the appropriate Municipal Code section numbers are referenced with the discussion below. Additional requirements for obtaining development permits are discussed in Section 5.2, the Growth Management Program.

5.1.1 Preliminary Sketches (Sec. 10-3.306)

Prior to preparation of a tentative map, an informal review of the proposed development concept with the Community Development Department is suggested. This should be submitted in the form of a preliminary subdivision map. It should include preliminary subdivision layouts and proposed design solutions to Specific Plan requirements.

5.1.2 Tentative Maps (Sec. 10-3.310)

Once a development plan is complete, a tentative map must be submitted to the Community Development Department.

All tentative maps when filed shall furnish, either on the drawings or in an accompanying statement, the following information and data:

- (a) The tract name and number, date, north point, basis of bearing, scale, sufficient description to define the location and boundaries of the proposed tract, and sufficient elevations or contours to determine the general slope of the land;
- (b) The names and addresses of the record owner, subdivider, and engineer, surveyor, or other persons who prepared the map;
- (c) The location, names and existing widths of all adjoining and contiguous highways, streets, and ways and the location, names and tract numbers of all adjoining subdivisions;

- (d) The location, names, widths, and approximate grades of all roads, streets, highways, and ways in the proposed subdivision, including those proposed to be offered for dedication;
- (e) The approximate widths, location, purpose of all existing easements within or adjacent to the proposed subdivision and of easements proposed for subdivision;
- (f) The approximate lot layout, with the approximate dimensions of each lot, and each lot numbered consecutively through the subdivision or by blocks;
- (g) The approximate location of any buildings, structures or trees with respect to the existing or proposed street or lot lines and the approximate location of all areas subject to inundation or storm water overflow, with the direction and flow of all watercourses, together with the proposed drainage plans, if any;
- (h) The proposed use of the lots, with indications as to the intended residential, commercial, industrial, or other uses;
- (i) The types of streets, utilities, sewage disposal, and other improvements proposed to be installed, all in accordance with the specifications of the City;
- (j) Statements as to the public areas, tree planting, and street lighting proposed, if any, together with the restrictive covenants proposed to be recorded, if any.

If the Specific Plan requires certain improvements the proposed subdivision must provide them and must show them on the tentative map. Otherwise, the City must deny the map because it will not be consistent with the Specific Plan or condition the map to include Specific Plan improvements.

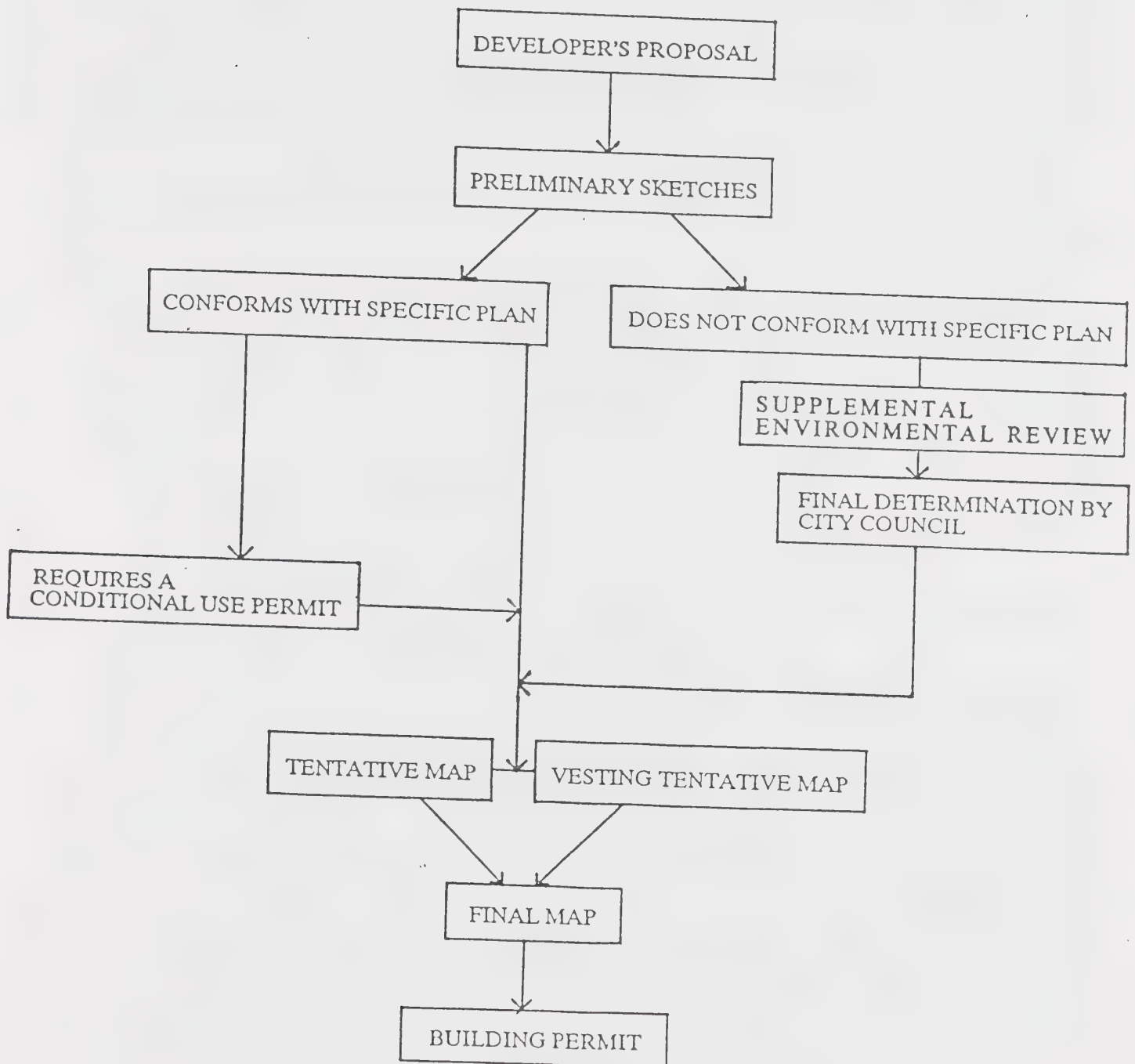
The Community Development Department shall distribute copies of the tentative map to the City Engineer and to any other City officials and department, or other public agencies, as they deem advisable. Recommendations by these officials or departments must be made within 15 days. Notice of the filing of the tentative map must be sent to the appropriate school districts within 10 days of the filing of the map.

Within thirty (30) days after the filing of the tentative map the Community Development Department shall submit a written report of the tentative map to the Planning Commission. This report must make express findings of consistency with the Specific Plan as a prerequisite to approval of the tentative map. A copy of this report shall be served on the subdivider at least three days prior to any hearing or action on the map.

At the next regular meeting of the Planning Commission following the submittal of the written report, the Planning Commission shall fix the meeting date at which the tentative map will be considered. This date will be within 30 days. At that time the Planning Commission shall approve, conditionally approve, or disapprove the tentative map.

An approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval, or after time extensions not to exceed 12 months. Government Code Section 66452.6 provides additional information on time extensions for tentative maps.

Figure 5.1
SPECIFIC PLAN PERMIT PROCESSING



5.1.3 Vesting Tentative Maps (new reference)

Recent revisions to the Subdivision Map Act have established a new form of tentative map for subdivisions in California--the "Vesting Tentative Map." The rights accruing to a subdivider upon approval of a vesting tentative map are expressly deemed to constitute "vested rights" to proceed with the development in substantial compliance with the local ordinances, policies and standards in effect at the time the application for approval of the vesting tentative map is deemed complete. (Curtin, 1985.) Because these vested rights can be in effect up to two years beyond the recording of the final map, the vesting tentative map statute offers developers a degree of assurance not previously available.

The vesting tentative map process starts when the subdivider files a tentative map with the words "Vesting Tentative map" presented conspicuously on the face of the map. The City must process it as a vesting tentative map and cannot deny it solely because it is one. The City may, in adopting its implementing procedures, require the subdivider to supply additional information at the outset, before the map is processed. However, vesting tentative maps are processed with same procedure as tentative maps.

Until January 1, 1988 only residential developments may file vesting tentative maps. Beyond that date nonresidential developments may also file vesting tentative maps.

5.1.4 Final Maps (Sec. 10-3.401 - Sec. 10-3.411)

Prior to the expiration of the Tentative Map, a Final Map should be submitted to the Department of Public Works. This map shall be prepared by either a registered civil engineer or licensed land surveyor and must conform with the Tentative Map as it was approved or conditionally approved.

The form and contents of the Final Map shall conform to the requirements of Municipal Code Sections 10-3.402 through 10-3.408.

Upon receipt and review of the Final Map the City Engineer, or any other designated engineer, will attach a certificate to the map which certifies that the map has been examined, that the

subdivision as shown is substantially the same as it appears on the tentative map, that all provisions of the Map Act and of any local ordinance applicable at the time of approval of the tentative map (including the Specific Plan), have been complied with, and that the map is technically correct.

The Final Map is then forwarded to the Planning Commission and subsequently the City Council for approval.

5.1.5 Improvement Agreements (Sec. 10-3.601 - Sec. 10 - 3.607)

In all cases, the subdivider will enter into an “improvement agreement” and post the necessary bond when the Final Map is submitted for approval to the City Council.

These agreements are security to assure the City that improvements will indeed be made and shall apply to:

- (a) grading and paving of streets
- (b) construction of curbs and sidewalks
- (c) subdivision drainage structures
- (d) sanitary sewer system connections
- (e) storm drainage channels and piped segments
- (f) water mains and hydrants
- (g) railroad crossings where included in subdivision
- (h) street trees, street lighting, and street landscaping

The agreement should be considered as a condition of approval of the Final Map. Plans for each of the improvements listed above shall be submitted prior to the approval of the Final Map and all construction details must conform with the Specific Plan and other city specified details.

The City may only impose those conditions which are in effect at the time the application for the tentative map has been completed. Furthermore, conditions which could have been placed on a tentative map cannot be placed on subsequent permits for residential construction.

5.1.6 Building Permits

Following approval of the final map, development proposals may apply for building permits through the Building Department. All structures must comply with the Uniform Building Code.

Before a building permit shall be issued for any building or structure, the Building official shall determine that the proposed building location, facilities, and improvements are in conformity with the approved final map and its specified conditions. Before a building may be occupied, the Building Official shall certify that the site has been developed in conformity with the final map.

5.1.7 Conditional Use Permits (Sec. 10-2.3401 - Sec. 10-2.3419)

Land uses and densities permissible for each parcel within the Specified Plan areas are identified in Table 3.1 and discussed in Sections 4.1.1 and 4.1.2. Specified conditional uses shall be permitted subject to the approval of a Conditional Use Permit. Because these uses are potentially disruptive with the surrounding uses, conditional uses require special consideration and may necessitate imposition of certain conditions on the development.

The process for applications is discussed in the Municipal Code.

5.1.8 Project Proposals and the California Environmental Quality Act

5.1.8.1 Commercial Projects

An Environmental Impact Report (EIR) has been prepared which addresses the potential impacts of the nonresidential and uses allowed by this Specific Plan. This EIR only identifies the impacts of the amount and mix of development described in the Specific Plan. If individually proposed projects are within this prescribed level of development, then no additional environmental review process is required. If additional impacts are identified and a subsequent EIR is required, general impacts which are addressed in the Specific Plan EIR should be included by reference.

5.1.8.2 Residential Projects

Pursuant to Section 65457 of the California Government Code, residential projects which are in conformity with the Specific Plan are exempt from subsequent environmental review, eliminating the need for Additional EIRs. This exemption applies to all forms of single-use residential projects.

5.1.9 Development Agreements

Development Agreements give assurances to applicants for a development project that upon approval of the project, an applicant may proceed with the project in accordance with existing policies, rules and regulations. They are intended to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs of development.

- (a) The City of Tracy may enter into a development agreement with any person having a legal or equitable interest in real property. The City shall, upon request of an applicant, by resolution or ordinance, establish procedures and requirements for the consideration of development agreements upon application by, or on behalf of, the property owner or other person having a legal or equitable interest in the property.
- (b) The City may recover from applicants the direct costs associated with adopting a resolution or ordinance to establish procedures and requirements for the consideration of development agreements.
- (c) The City shall undertake periodic review at least every twelve months, at which time the applicant or successor shall be required to demonstrate good faith compliance with the terms of the agreement. If, as a result of such periodic review, the local agency finds and determines, on the basis of substantial evidence, that the applicant or successor has not complied in good faith with terms or conditions of the agreement, the City may terminate or modify the agreement.
- (d) According to the California Government Code (Sections 65864 through 65869.5), a development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The development agreement may include conditions, terms, restrictions and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time.

The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time.

- (e) Unless amended or canceled, a development agreement shall be enforceable by any party notwithstanding any change in any applicable general or specific plan, zoning, subdivision or building regulation adopted by the City.

- (f) Unless otherwise provided by the development agreement, rules, regulations and official policies governing permitted uses of the land, governing density and governing design, improvement, and construction standards, and specifications applicable to development of the property subject to a development agreement, shall be those rules, regulations and official policies in force at the time of execution of the agreement. A development agreement shall not prevent the City, in subsequent actions applicable to the property, from applying new rules, regulations and policies which do not conflict with those rules, regulations and policies applicable to the property as set forth herein, nor shall a development agreement prevent the City from denying or conditionally approving any subsequent development project application on the basis of such existing or new rules, regulations or policies.
- (g) A public hearing on an application for a development agreement shall be held by the Planning Commission and by the City Council. Notice of intention to consider adoption of a development agreement shall be given in addition to any other notice required by law for other actions to be considered concurrently with the development agreement.
- (h) A development agreement is a legislative act which shall be approved by ordinance and is subject to referendum. A development agreement shall not be approved unless the City Council finds that the provisions of the agreement are consistent with the General Plan and the Tracy Residential Specific Plan.
- (i) A development agreement may be amended or canceled in whole or in part by mutual consent of the parties to the agreement or their successors. Notice of intention to amend or cancel any portion of the agreement shall be given. An amendment to an agreement shall be approved by ordinance and subject to referendum.
- (j) No later than ten (10) days after the City enters into a development agreement, the City Clerk shall record with the County Recorder a copy of the agreement. From and after the time of the recordation, the agreement shall state such notice. The burdens of the agreement shall be binding upon, and the benefits of the agreement shall inure to all successors in interest to the parties of the agreement.
- (k) In the event that state or federal laws or regulations, enacted after a development agreement has been entered into, prevent or preclude compliance with one or more provisions of the development agreement, such provisions of the agreement shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations.

5.2 Growth Management Program

5.2.1 Application

The provisions of this Growth Management Program shall apply to all residential development, including mobile homes, in the Assessment District 84-1 Area (84-1 Area) and areas receiving sewage capacity created by the 84-1 Assessment District, except as otherwise provided in this Growth Management Program.

5.2.2 Establishment of Annual Residential Development Allotments

- (a) Any and all residential development in the 84-1 Area shall first secure development allotment before a building permit for such development can be issued. The number of Equivalent Consumer Units (ECUs) available to be used for residential development for each calendar year in the City shall be as follows:
 - (i) Calendar year 1987 and all years thereafter through December 31, 1993, a maximum of 1200 ECUs
 - (ii) An allotment for very low, low and moderate income dwelling unit development will be exempt from this Growth Management Program to provide an incentive to develop such housing opportunities. This allotment shall be based on the San Joaquin Council of Governments' Fair Share Allocation to the City of Tracy and modified to reflect the proportion of the 84-1 Area.
- (b) The annual allotment may be modified by the City Council to an amount not greater than ten percent (10%) more or less for any given year, provided that the annual allotment for the next succeeding year shall be set higher or lower, as the case may be, in order to redress any excess or deficiency.
- (c) In the event that less than the maximum amount of ECUs allowed for a calendar year are not allotted in that calendar year, the amount of ECUs not allotted may be carried over and added to any subsequent calendar year's allotment; however, in no case may any calendar year's maximum allotment exceed 1,500 ECUs.

5.2.3 Development Allotment Application Forms

- (a) Any application for a development allotment shall be made on the forms established by the Community Development Department, shall contain that information necessary to properly administer the Growth Management Program, and shall be filed with the Director or his/her representative.
- (b) The application shall be accompanied by a fee established by the resolution establishing fees and charges for various municipal services.

5.2.4 Development Allotment Evaluation

- (a) The City shall consider once annually all properly submitted development allotment applications. Subject to other limitations contained herein, in order for a development allotment to be awarded, the applicant must properly file his application or amended application within the time limits set by this Growth Management Program and subsequent City Council resolution, and must meet a set of criteria regarding the availability of public facilities and services. This criteria will address water, sewer, drainage, and street system capacities, as well as the availability of police and fire services. The evaluation of the proposed development will also determine whether the appropriate school district has the present or projected financial ability to provide educational services and facilities to the children expected to inhabit the proposed development according to adopted district standards. The City's appropriations limit will also be reviewed to determine if it has been exceeded pursuant to Article XIII B of the California Constitution.
- (b) The City shall eliminate from consideration any development which is determined not to be qualified for development due to insufficient public services according to the criteria discussed above. After having studied each application for proposed development in accordance with part (a), having determined which proposed developments have met the criteria discussed above and have met the requirements of this Growth Management Program (hereinafter referred to as "qualifying developments"), the City shall allocate the annual number of development allotments to qualifying developments. A distribution procedure for allocating these development allotments shall be determined by resolution of the City Council.
- (c) The City shall publish in appropriate ways their determinations of qualifying developments. The City shall then schedule a public hearing to be held within fifteen (15) days of the designated end of the application review period. The application review period shall be set according to part (d).
 - (i) Any applicant may request the City at or before the public hearing, to reevaluate the determination(s) made on any or all of the criterion listed in part (a). The primary criteria for the City to alter its determination(s) regarding a particular development is the demonstration by the applicant that there exists pertinent information which the City was not aware of at the time of the original evaluation. The City shall reevaluate the requested determinations at said public hearing, or at a continued public hearing.
- (d) The schedule for the submission and review of development allotment applications shall be established by resolution of the City Council.

5.2.5 Other Powers

- (a) Notwithstanding any other provision of this Growth Management Plan or prior City ordinance, should the City Council or its designated representative body determine at any time that:
 - (i) The City's appropriation limit, set pursuant to Article XIII B of the California Constitution, is close to being met or exceeded; and/or

- (ii) The appropriate school district has not received the funding needed to provide the educational services and facilities required to meet the demands of the proposed development, the City Council or its designated representative body may order that no further development allotments and/or building permits be issued to proposed development until such time as the City Council or its designated representative body determines that the appropriations limit and/or school funding problems have been properly addressed and remedied.

5.2.6 Guidelines and Procedures

- (a) All development allotments, when issued, shall run with the land and are not transferable except with the land, and are subject to the provisions of this chapter relating to lapsing of a development allotment.
- (b) The granting of a development allotment pursuant to the procedures and provisions of this Growth Management Program shall not exempt nor affect the developer's obligation to obtain all required zoning, environmental, subdivision and other approvals as are required by statute or ordinances as a prerequisite to the application for building permits.
- (c) The City shall establish by resolution the procedures and guidelines for further implementing the provisions of this Growth Management Program. Said guidelines may be changed from time to time as needed to meet the goals and objectives of the General Plan, proposed Specific Plan and this Growth Management Program.

5.2.7 Modification of Growth Management Program

The City Council may, after a public hearing, change any part of this Growth Management Program by amendment, providing the amendment is consistent with the then existing General and Specific Plans.

5.2.8 Exemptions

The provisions of this Growth Management Program shall not be applicable to the following projects:

- (a) Projects of not more than four residential dwelling units limited to only one (1) such project per developer per calendar year. This includes fourplexes or lesser-numbered multiple dwelling on a single existing lot and single-family residential units on a single existing lot.
- (b) Rehabilitation or remodeling of an existing dwelling, or conversion of apartments to condominiums, so long as no additional dwelling units are created and/or additional ECUs needed.

- (c) Model homes built exclusively for the purpose of displaying a residential product.

5.3 The Financing Plan

The Financing Plan which is presented in this section is a key element of the Specific Plan Implementation Program. It provides the funding strategy for building the capital improvements which are required by the Specific Plan. Because the Financing Plan will continue to evolve as design and construction details are prepared, the discussion in this report is generalized. Greater specificity is provided in a separate detailed finance plan.

5.3.1 Capital Financing Methods

5.3.1.1 Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311-53365) provides an alternate method for financing a broad range of public facilities. Like an assessment district, a community facilities district is strictly a financing vehicle, not a separate political entity. Mello-Roos financing can be used to provide any kind of facilities with a useful life of five years or more, which the City is authorized to construct, own, or operate, and which are needed because of development. Mello-Roos bonds can also be issued by a joint powers authority created for that purpose. The City of Tracy and the school districts have formed a joint powers authority to use Mello-Roos financing as appropriate.

The Mello-Roos Act provides for voter approval of a special tax and issuance of bonds secured by that tax. It also authorizes voter approval of a special tax for certain specific services.

The measure to authorize a special tax or bonds must be approved by a favorable two-thirds vote of the qualified electors in the community facilities district. Qualified electors may be either registered voters or, if there are fewer than 12 registered voters in this district, landowners, with each landowner having one vote per owned acre or portion.

Mello-Roos financing can be used to finance a variety of facilities, including:

- Local park, recreation, or parkway facilities

- Elementary and secondary school sites and structures
- Libraries
- Natural gas, telephone, or electrical facilities for new areas, even if owned by a regulated public utility
- Any other governmental facilities which the City is authorized by law to construct, own, or operate

The measure approved by the voters must specify a maximum tax rate and the method in which the tax will be apportioned. This tax must be described in sufficient detail so that a voter can estimate his tax liability. Proposition 13 prohibits special taxes based on real property value and transaction and sales taxes on the sale of real property. The intent of the Community Facilities District Act is to allow flexibility in the establishment of the special tax. Different classes of property may be taxed at different rates, e.g., one rate for undeveloped land, one for residential, one for commercial, and so forth. In such a case, the tax paid by a given parcel can vary as its land use is converted from undeveloped to a more intensive use.

Mello-Roos taxes may be collected in the same manner as general property taxes, subject to the same penalties and procedures, or the City may adopt an alternate procedure. The City council may also covenant to pursue superior court foreclosure proceedings in the event of delinquencies. Provisions have been added to the Mello-Roos Act to advise the purchasers of property in such a district that their property is subject to a special tax.

The City has no contingent liability in a Mello-Roos financing. A bond reserve fund would be funded from the proceeds of the bond issue and would provide security for the payment of debt service in the event of delinquencies. The special tax levy may be used to replenish any amounts withdrawn from the reserve fund, up to the maximum tax rate approved by the voters. The use of the special tax to replenish the reserve reduces the tax proceeds available for project purposes, and makes those taxpayers who are current in their tax payments indirectly responsible for those who are delinquent.

Mello-Roos bonds are new and relatively few issues have been marketed. To date they have been used for property owned by one or a limited number of landowners. The credit considerations are parallel to those discussed earlier for assessment districts.

5.3.1.2 Development Fees

A development fee is a one-time fee on new construction levied at the time development takes place. It is designed to recapture in part the costs which have been incurred in advance of development in order to make it possible for the property to develop. The sizing of such fees can be based on a wide variety of approaches. Their intent is to prevent new development from draining the resources of the existing City for new development purposes at the expense of the maintenance and improvement of existing facilities. A subsequent section of this report recommends a development charge for Tracy to help with the financing for the Specific Plan projects.

Recent state legislation allows school districts to impose development fees up to a maximum rate of \$1.50 per square foot for residential property and \$0.25 per square foot for commercial and industrial property. The state will assume, in future state funding for school construction, that such fees have been levied at the maximum rates, and that the funds collected are available for school construction.

5.3.2 Financing Plan

The financing plan includes the following elements:

1. The new water system consisting of several storage facilities, as well as a new network of water mains, will be paid for by a traditional assessment district over the Specific Plan area.
2. The cost of developing a community park will be financed through a general obligation bond requiring approval of two-thirds of the voters in an election.
3. The cost of infrastructure adjacent to industrial development will be paid for by small assessment districts covering the industrial development and will be treated as an on-site improvement initially financed by the developer.
4. The cost of educational facilities is paid for through a Mello-Roos Assessment District. The district would charge a tax to be set annually on each individual single-family house over the 25-year life of the bonds. This tax would be set at \$750 per year, escalating at \$50 per year until it reached \$900 per year then, in the eighth year, would be reduced.
5. A Mello-Roos district of \$50 per single-family dwelling per year for 25 years would be established to the benefit of the City, to provide "seed" money to begin improvement design before builder fees have accumulated and to buffer the effects of fluctuations in the housing market on the revenue flow generated by builder fees.

6. The plan proposes no Mello-Roos tax on industry.
7. The financing plan proposes no tax from the Mello-Roos district on vacant land, except as a contingency.
8. A contingency Mello-Roos tax on vacant land will be authorized, but is not expected to be applied, except in the case of a large number of tax delinquencies on developing parcels.
9. The Mello-Roos tax will be levied at the time of allocation of permission to build through the Growth Management process and not depend on actual construction to be effective.
10. The financing plan proposes that growth control should not establish limits by individual property, but on the overall number of units build per year.
11. The finance plan addresses the affects of inflation by allowing for the annual adjustment of the builder fee according to a recognized index of inflation.
12. The finance plan delays the expense of acquiring land for parks, schools, and right-of-ways by deferring the payment for those acquisitions until the latter years of the plan. Developers would be paid for the value of the land plus interest earned during the years of deferment of payment.
13. A separate assessment would be established for off-site improvements benefiting industrial development, such as Valpico Road improvement.

A summary of the capital improvement plan follows:

Project	Total	Year	Year	Year	Year	Year	Year	Year	Year
		1	2	3	4	5	6	7	8
Streets	24.63	0.6	5.175	1.69	1.45	1.0	1.18	4.75	8.79
Drainage	18.77	0.0	0.0	2.59	2.22	2.28	9.55	0.00	2.13
Parks	13.68	0.0	0.0	1.0	0.95	1.05	1.05	1.65	7.98
Govt. Bldgs.	2.90	0.0	0.0	0.20	1.49	0.10	0.59	0.52	0.0
Water	18.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Community Park	6.25	6.25	0.0	0.0	0.0	0.0	0.0	0.0	0.01
Schools	69.18	0.90	12.98	16.38	13.44	14.56	6.9	4.0	0.00
TOTAL	153.41	24.85	18.155	21.86	19.55	18.99	19.27	10.92	18.90

5.3.2.1 School Construction

The City has a variety of financing methods available for its projects. The options available to the school districts are much more limited. Mello-Roos financing is one of the few financing methods available for schools. The Mello-Roos financing program for the school districts is based on the following assumptions:

Assumptions:

1. Growth Projections:
 - a. First Year: 1,200 units allocated by calendar year-end 1987.
 - b. Future Years: 1,200 units allocated per fiscal year.
 - c. Special Tax per STU: \$750 in 1987/88, rising by \$50 per annum thereafter and peaking at \$900 by 1990/91, and subject to the assumed inflation factor (see paragraph d).
 - d. Special tax revenue inflation factor at 2%.
2. Cost/Fee Projections:
 - a. Construction Cost Inflation Factor at 5%.
 - b. Development Fee Inflation Factor at 5%.
3. Financing Projections:
 - a. Bond Interest Rate: 7.50% in 1987-88; 8.25% thereafter.
 - b. Bond Maturity: 25 years.
4. Other Parameters:
 - a. Surplus funds from special tax revenues (and bond proceeds) in a given year applied as a credit to construction needs in the following year.
 - b. First issue of bonds by October 30, 1987 (or soon thereafter).
 - c. All subsequent bond issues occur at the BEGINNING of each fiscal year after allocations.
 - d. First series of bonds funds 1 year's interest, other series of bonds have no funded interest.
 - e. An appropriate 8% reserve fund maintained for all bond issues.

5. Miscellaneous:

- a. Bond security conditions will require a “back-up” vacant land tax of approximately 10-25% of maximum special tax. This tax is not expected to be levied unless there are substantial delinquencies on the allocated parcels.
- b. A vacant land tax of up to 10% of the maximum special tax will be authorized in fiscal year 1989-90 and may be levied, if necessary, to meet fully the construction needs.
- c. Development fees are received one year after each allocation (on average).

Primary schools are planned to be built at the rate of one per year from year two through year seven, except that two schools will be built in year four. The two middle schools and the high school are planned to be built during years two through six and years two through five, respectively.

5.3.2.2 Infrastructure Phasing

The phasing of infrastructure is an integral part of making implementation of the Specific Plan economically feasible. By keeping the Mello-Roos tax low and not applying it to vacant land, it is necessary to phase infrastructure gradually. The exception to this is the water system which will be paid for through an assessment district and the community park which will be paid for through the general obligation bond; both of which may proceed very rapidly.

Storm drainage costs are deferred by the use of interim ponds built and paid for by the individual developers on their sites. The sewer system for the area is already in place. The construction of park improvements will be deferred until latter years. A premise of the infrastructure phasing plan is that if a developer wishes to construct an infrastructure item, ahead of the schedule established by the City, then he may do so at his own cost to be reimbursed at that time at the City had schedule to construct that infrastructure item.

During the first year of the plan, no infrastructure improvements are actually constructed, because insufficient builder fees have been accumulated. The highest priority for infrastructure phasing is to build Schulte Road extension to Corral Hollow Road and the construction of MacArthur Drive from Eleventh Street to Mt. Diablo, in phase one, year two, providing an alternative to Tracy Boulevard.

The second phase of infrastructure in year three continues MacArthur Drive north of Eleventh Street to Grant Line Road connecting with existing MacArthur Drive onward to Interstate 205.

Phase three of infrastructure development completes the construction of the Sycamore Parkway drainage channel from Valpico Road to Eleventh Street, which was begun the previous year.

Phase four provides for the acquisition of the drainage outfall right-of-way north of Interstate 205.

Phase five development completes the construction of the drainageway north of I-205 and down MacArthur Drive to the Mount Diablo area serving the drainage needs of the east side.

Phase six of infrastructure construction includes the building of Sycamore Parkway and the completion of all but three neighborhood parks which have been built at the rate of one park per year up to this year.

Phase seven is the construction of the loop of Corral Hollow Road to Valpico Road and Valpico to MacArthur Drive, serving the industrial area as well as the completion of the Central Avenue link.

5.4 Implementation Checklist

The following is a recommended checklist of actions that the City should complete to ensure adequate implementation of the Specific Plan.

- Establish a citywide Design Review Board
- Prepare a recreation and park master plan
- Establish a Recreation and Park Department
- Establish a landscape maintenance district
- Prepare and adopt an agreement between the City and the School Districts for joint use park and school sites
- Amend Zoning Ordinance to comply with Specific Plan requirements

- Amend Municipal Code to revise permit processing procedures to comply with Specific Plan
- Adopt Growth Management Program ordinance
- Prepare detailed storm drainage plans
- Implement Financing Plan
- Adopt an ordinance to require notification of prospective residents if their homes are within the vicinity of the airport
- Adopt revised criteria for the disposing or trading of excess sewage capacity (ECU's) within the Specific Plan area
- Adopt updated Master Storm Drainage Plan and Water System Facilities Plan reflecting recent changes
- Establish an "integrated finance distribution" feature to require properties outside the Specific Plan area to contribute to project features from which they benefit.

APPENDIX A

GOAL L ENHANCE THE QUALITY OF LIFE THROUGH A BALANCED SYSTEM OF INFRASTRUCTURE, TRANSPORTATION, LAND USE AND OPEN SPACE.

Objective L1--LAND USE: Provide for a diverse community through a variety of land uses.

Policy L1a: Encourage a moderate overall increase in urban residential density, but provide for a variety of dwelling types and densities. (General Plan Policy Area 3)

Programs

L1a1: Development on parcels of 20 acres or larger designated low medium density on the General Plan shall be encouraged to approach 5.5 units per gross acre (measured to centerline of bounding streets or right-of-way line of canals or railroads), but shall not exceed 5.8 units per gross acre.

L1a2: The Specific Plan process shall be used when feasible to best provide for a mix of dwelling types and densities.

Policy L1b: Maintain a balance between growth of the residential population and an increase in local jobs. (General Plan Policy Area 1)

Programs

L1b1: Allow the rate of residential growth to be determined by the market, subject to the availability of public facilities and services and of jobs within Tracy approximately equal to the number of employed residents (approximately 0.8 new jobs per household).

L1b2: Use fees, assessment districts, or other financial mechanisms to ensure that new residential development is provided with adequate public facilities and services and does not result in lowering of service levels for the remainder of the community.

Policy L1c: Encourage downtown development while also providing for necessary, convenient shopping centers. (General Plan Policy Area 5)

Programs

L1c1: Shopping centers constructed between now and the year 2000 shall be oriented to the needs of the community of Tracy.

L1c2: Enact rezoning for a shopping center only after commitments by anchor tenant(s) and approval of a schematic design by the City.

L1c3: A shopping center need not be the exact location of the designation on the plan, but may be at any one location in the same service area where good traffic access is available and it can be buffered from residential areas.

L1c4: Establish design standards to improve the appearance of new commercial development and transitions between commercial and residential areas.

Policy L1d: Provide separate locations for local, region-serving, and medical office development. (General Plan Policy Area 6)

Programs

L1d1: Locate local-serving business and professional offices downtown and along Eleventh Street.

L1d2: Locate large, region-serving offices, data processing centers, or research and development firms near I-205.

Policy L1e: Develop, preserve and manage open space for recreation, and public health and safety. (General Plan Policy Area 8)

Programs

L1e1: Acquire, develop, and maintain open space for outdoor recreation in accord with City recreation policies.

L1e2: Combine open space for public health and safety, and storm water retention with open space for outdoor recreation where feasible and where the limitations on recreational use will occur only during short periods after storms.

L1e3: Encourage developers to incorporate privately maintained greenways and ornamental open space in new subdivisions.

L1e4: Greenways, consisting of landscaped strips, shall be dedicated and improved as a condition of development approval. In addition to providing open space and pedestrian and bicycle circulation, these greenways may provide a buffer and transition between residential and other uses and along arterials where they may also be useful in noise attenuation. The width will be variable and of these areas their design will depend upon the nature of the development.

Objective L2--RECREATION AND SCHOOLS: Supply recreation opportunities and public schools to meet community needs.

Policy L2a: Expand Tracy's park system to meet the needs of present and future residents. (General Plan Policy Area 9)

Programs

L2a1: Acquire and develop a community park site approaching 40 acres on the South Side to include baseball, softball, tennis, swimming, play area apparatus, paved multi-purpose courts, picnic areas, and a quiet area. The site shown on the General Plan map is the most central and acceptable, but other nearby sites also would be acceptable. It may also be feasible to include some storm drainage retention facilities on this site.

L2a2: Acquire and develop neighborhood parks of 5 to 8 acres adjoining elementary and middle schools.

L2a3: Encourage developers to provide private recreation facilities for their buyers or tenants, but do not accept these facilities as a substitute for payment of park capital development fees.

L2a4: When feasible, provide street frontage adjoining parks on two or more sides to make them safer and to maximize their contribution to the visual quality of Tracy.

L2a5: When feasible, make appropriate park and recreational use of storm water retention facilities.

Policy L2b: Cooperate with the school districts in expanding the school system. (General Plan Policy Area 10)

Programs

L2b1: Maintain close liaison with the Tracy School District, the Jefferson School District, and the Tracy Joint Union High School District to ensure provision of additional classrooms and additional sites central to their service areas.

L2b2: Encourage high standards of school site development (including off-street parking, landscaping and playgrounds).

L2b3: When feasible, locate new schools on collector streets with street frontage on at least one side.

L2b4: Provision for school facilities shall be made concurrently with residential development approval and included in specific plans for residential development when appropriate.

L2b5: Assist in expanding library and cultural facilities as needed.

Objective L3--CIRCULATION AND TRANSPORTATION: Plan for safe, well-maintained and integrated circulation and transportation systems.

Policy L3a: Develop an efficient trafficways system. (General Plan Policy Area 12)

Programs

L3a1: Develop arterial and collector streets to meet the following standards:

<u>Arterial</u>		Collector
Moving Lanes	Minimum of 4 with no on-street parking as streets are developed. Street cross section and requirement for left turn lanes to be developed as a function of projected traffic volumes.	2
Volume (ADT)	5,000 plus	2,000-5,000
Speed (mph)	45	25
Traffic Control	Signals	Other

L3a2: Street classification relating to residential specific plan areas.

<u>Arterial Streets:</u>	Grant Line Road	All
	Eleventh Street	All
	Corral Hollow Road	All
	Tracy Boulevard	All
	MacArthur Drive	Linne Road to 205 Freeway
	Lowell Avenue	Corral Hollow to Tracy Blvd.
	Byron Road	N/W of Corral Hollow Road
	Schulte Road	West of Corral Hollow to Chrisman Road
	Valpico Road	Corral Hollow Road to MacArthur Drive
	Lincoln Boulevard	South of Grant Line Road
	Central Avenue	11th Street to Tracy Blvd.

Collector Streets: It is recommended that the streets so shown on the General Plan Map be included in this street category; however, there may be minor adjustments and additional collector streets required due to neighborhood street design and/or projected traffic volumes.

L3a3: Provide systems of collector streets in new residential areas that lead directly to arterial streets and offer convenient access to schools, parks, and downtown.

L3a4: Develop Corral Hollow Road and MacArthur Drive as major arterials and truck routes with appropriate sound attenuation adjoining residential areas.

L3a5: Develop grade separations between the Southern Pacific Railroad and Tracy Boulevard, Eleventh Street and MacArthur Drive.

L3a6: Use curvilinear streets where feasible within the existing road grid.

Policy L3b: Provide and encourage transit service where it can be efficient. (General Plan Policy Area 14)

Programs

L3b1: Maintain demand-responsive transit or subsidized taxi service for senior citizens and disabled persons as feasible.

L3b2: Encourage van pooling and car pooling for commuters into and out of Tracy and for Tracy workers at areas of high employment concentration such as Defense Depot Tracy and the Western Pacific Industrial Park.

Policy L3c: Provide a safe and attractive environment to encourage bicycling and walking. (General Plan Policy Area 15)

Programs

L3c1: Provide bike paths in greenways bordering arterial streets as shown on the plan.

L3c2: Provide direct pedestrian routes to schools, parks, and shopping areas, preferably by design of the system of local streets, but also by separate walkways where walking distances can be shortened.

Policy L3d: Conserve and enhance the appearance of Tracy's major traffic ways. (General Plan Policy Area 16)

Programs

L3d1: Upgrade the view of Tracy from the I-205 freeway, employing landscaping and noise barriers as feasible within the right-of-way and design review of development within 800 feet of the freeway to ensure appropriate and aesthetic landscaping, building design, and noise attenuation measures.

L3d2 Retain the landscaped highway character of Eleventh Street west of Byron Road.

L3d3 The southerly portion of Tracy Boulevard should utilize greenways and other specialized landscaped and design treatments to separate the industrial and residential land uses and provide an attractive entryway.

L3d4 Prepare plans for streets that will have extensive improvements on adjoining private property or within the right-of-way. The plans should establish curb and sidewalk location, curb parking policies, landscape standards, setbacks, and driveway location standards.

Objective L4--HOUSING: Provide a variety of housing to meet the needs of a diverse community.

Policy L4a: Encourage construction of new housing units on vacant or underdeveloped parcels in areas zoned for residential use. (General Plan Policy Area 18)

Programs

L4a1: Identify and record the location of vacant parcels zoned for residential use and make this information available to potential developers.

L4a2: Consider amending the Zoning Ordinance to permit a second housing unit (i.e., “granny” unit) on a parcel zoned for single-family housing. Added floor areas shall not result in substantially more intensive development than on nearby single-family parcels, and off-street parking shall be provided.

Policy L4b: Do not approve new residential development that cannot be supplied with an adequate level of essential public services. (General Plan Policy Area 18)

Programs

L4b1: Use the annual budgeting process to address essential service needs associated with projected residential growth.

L4b2: Use development fees, assessment districts, and other financing mechanisms to ensure that new residential development is provided with adequate public services and does not cause reduced levels of service in the remainder of the community.

L4b3: Use specific plans and development agreements to ensure that the necessary services are provided.

Policy L4c: Provide a broad range of housing choice in terms of cost, location, density, tenure, design, and construction techniques. (General Plan Policy Area 19)

Programs

L4c1: Encourage diversity in the design of residential neighborhoods through preparation of specific plans or planned unit development processing.

L4c2: Encourage diversity of housing densities and structure types in residential development. Monitor densities and structure types occurring in new residential developments to determine whether residential development is meeting density goals.

L4c3: Encourage diversity of housing choice by maintaining a rental housing stock sufficient to meet the current and future needs of the community. Should the rental housing share of the total housing stock fall significantly below its April 1, 1980 level, either through lack of new rental construction or condominium conversion activity, take corrective action. Alternative actions may include, but are not limited to:

- a. Limiting condominium conversions
- b. Encouraging rental housing units in the community

Policy L4d: Support and, to the extent feasible, participate in county, state, and federal programs designed to maintain and expand the supply of affordable housing.

Programs

L4d1: Encourage continued support of Section 8 (Existing Housing), Section 221(d)(4), Section 202, Section 236, and public housing programs.

L4d2: Support continued funding of federal and state programs that address the affordable housing needs of low and moderate income households.

L4d3: Provide information to residents and potential developers concerning availability of county, state, or federal programs designed to provide affordable housing.

L4d4: Provide assistance to residents and potential developers in contacting appropriate county, state, or federal agencies and in submitting applications for affordable housing.

L4d5: Include consideration of the needs of affordable housing in specific plans and large scale residential development.

Policy L4e: Encourage construction by the private market of housing units affordable by “very low,” “low,” and “moderate” income households. (General Plan Policy Area 20)

Programs

L4e1: Grant a bonus in the maximum dwelling unit density permitted by the Tracy Municipal Code for providing affordable housing units in new residential developments.

L4e2: Permit manufactured housing in appropriate residential areas (per Section 65852.3 of the California Government Code), provided that the manufactured units are designed so as to have no substantial adverse impact on the residential character of new or existing neighborhoods.

Policy L4f: Encourage construction of housing units suitable for “special needs” households. (General Plan Policy Area 21)

Programs

L4f1: Provide for an appropriate proportion of new ground-floor, multiple-family housing units to be usable by handicapped or elderly persons.

L4f2: Assist City residents and potential developers by:

- a. Providing information concerning the availability of state or federal programs offering housing assistance to “special needs” households.
- b. Providing assistance in contacting appropriate agencies and in submitting applications for appropriate projects.

L4f3: Provide for a reduction in the number of parking spaces required for housing reserved exclusively for occupancy by elderly persons.

GOAL E PRESERVE AND ENHANCE THE QUALITY OF THE ENVIRONMENT.

Objective E1--CONSERVATION AND PROTECTION: Conserve and protect the natural, cultural and agricultural environment within the City.

Policy E1a: Preserve and restore the City’s biotic (wildlife, habitat and vegetative) resources. (General Plan Policy Area 23)

Programs

E1a1: Support sound programs of wildlife and vegetation management and programs that encourage and teach respect for the environment.

E1a2: Public programs shall not significantly diminish the wildlife and vegetative resources of the planning area, and public projects shall consider the protection and development of wildlife habitat.

E1a3: Encourage and support studies to identify the location and extent of endangered plants and devise strategies for their preservation.

Policy E1b: Ensure that the City's archaeological and historic resources are preserved and protected. (General Plan Policy Area 26)

Program

E1b1: If evidence of archaeological artifacts is uncovered during construction, the contractor shall halt construction until a qualified professional determines the significance of the evidence and recommends appropriate mitigation measure.

Policy E1c: Preserve agricultural resources in the General Plan area and minimize the conflicts between agricultural and urban land use. (General Plan Policy Area 25)

Program

E1c1: Limit rural residential and other urban development to the areas designated by the Land Use Element of the General Plan.

Policy E1d: Plan for reduced consumption of non-renewable energy resources. (General Plan Policy Area 27)

Programs

E1d1: Land development decisions shall consider the provision of access to sunlight and other energy conservation considerations, both for residential and non-residential land uses.

E1d2: New construction shall follow the energy conservation standards as contained in Title 24 of the California Administrative Code.

E1d3: The review and approval of development applications for commercial uses, including neighborhood, community, and regional shopping centers, shall explicitly address their energy consumption characteristics and shall incorporate measures designed to increase energy efficiency and the use of renewable resources.

Objective E2--NOISE: Community development shall occur with minimal noise impact between adjacent activities and land uses.

Policy E2a: Ensure and maintain a quieter noise environment in the Tracy General Plan area. (General Plan Policy Area 28)

Policy E3c: Provide the highest level of crime prevention and fastest police response time possible within budgetary constraints. (General Plan Policy Area 32)

Program

E3c1: The City of Tracy Community Development Department and the Police Department shall develop guidelines for crime preventive design of buildings and subdivisions and shall report on compliance prior to project approval.

Policy E3d: Provide the highest level of fire fighting and fire prevention services possible within budgetary constraints. (General Plan Policy Area 33)

Programs

E3d1: Continue studies of means of improving fire protection south of the bow tie and add a third fire station in the vicinity of Tracy Boulevard/Central Avenue intersection or Tracy Boulevard/Schulte Road intersection.

E3d2: Proposed developments shall provide appropriate on-site suppression capability and shall be reviewed by the Fire Department for compatibility with adjacent land uses and for potential fire hazards.

Policy E3e: Guiding Policy: Maintain and monitor programs of emergency services for disaster relief and support. (General Plan Policy Area 34)

Programs

E3e1: Project location, design, and scope shall be modified, if necessary, to balance emergency relief considerations with the primary function of the project.

E3e2: Land use and design considerations, such as access, street widths and turnarounds, site and building design, and street naming and numbering systems, shall facilitate hazard prevention activities and emergency relief operations.

Policy E3f: Prevent significant deterioration of local and regional air quality.

Program

E3f1: Encourage private businesses and industries to implement all reasonable available control measures in conformance with the Air Quality Management Plan for San Joaquin County by publicizing the environmental and potential economic benefits of such programs.

GOAL G ACHIEVE AN ECONOMIC BALANCE WITHIN TRACY.

Objective G1--GROWTH: Provide a balance of housing and employment opportunity.

Policy G1a: Maintain a balance between growth of the residential population and an increase in local jobs. (General Plan Policy Area 1)

Final Master Environmental Impact Report

TRACY RESIDENTIAL AREAS SPECIFIC PLAN

Prepared for the City of Tracy

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JUL 10 1987

UNIVERSITY OF CALIFORNIA

Prepared by

EDAW inc.

in association with

Wilsey & Ham
DKS Associates
Bartle-Wells Associates

December 1986

FINAL
MASTER ENVIRONMENTAL IMPACT REPORT

for the
TRACY RESIDENTIAL AREAS
SPECIFIC PLAN

Prepared for the
CITY OF TRACY

by
EDAW, Inc.
in association with
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

December 1986

TABLE OF CONTENTS

	<u>Page</u>
A. RESPONSE TO COMMENTS	I
B. REVISED MATERIAL	26
1.0 INTRODUCTION AND SUMMARY	1-1
1.1 Introduction	1-1
1.2 Summary of Impacts	1-3
2.0 PROJECT DESCRIPTION	2-1
2.1 Site Location	2-1
2.2 Site Conditions and Planning Designations	2-1
2.3 Project Description	2-4
2.3.1 Land Use Standards	2-10
2.4 Proposed General Plan Amendment	2-15
3.0 ENVIRONMENTAL SETTING	3-1
3.1 Physical Environment	3-1
3.1.1 Geology and Soils	3-1
3.1.1.1 Geologic Hazards	3-2
3.1.2 Hydrology and Water Quality	3-5
3.1.2.1 Surface Water Quality	3-5
3.1.2.2 Ground Water Resources	3-6
3.1.3 Climate and Meteorology	3-6
3.1.4 Air Quality	3-7
3.1.4.1 Air Quality Factors	3-7
3.1.4.2 Air Quality Standards and Management Plans	3-8
3.1.4.3 Ambient Air Quality	3-8
3.2 Biological Environment	3-18
3.2.1 Vegetation	3-18
3.2.2 Wildlife	3-18
3.3 Sociocultural Environment	3-19
3.3.1 Cultural Characteristics	3-19
3.3.2 Employment	3-25
3.3.3 Historic Resources	3-28
3.3.4 Land Use and Land Use Planning	3-28
3.3.4.1 Land Use	3-28
3.3.4.2 Land Ownership	3-29
3.3.4.3 Land Use Planning	3-29
3.3.5 Transportation	3-32
3.3.5.1 Highway Access to Tracy	3-32
3.3.5.2 Key Roadways Within Tracy	3-32
3.3.5.3 Existing Traffic Volumes	3-38



TABLE OF CONTENTS (Continued)

	<u>Page</u>
3.3.6 Noise	3-42
3.4 Public Facility Considerations	3-42
3.4.1 Utilities	3-42
3.4.1.1 Municipal Water Systems	3-42
3.4.1.2 Municipal Wastewater	3-44
3.4.1.3 Storm Drainage	3-45
3.4.1.4 Solid Waste	3-48
3.4.1.5 Electric Power	3-48
3.4.1.6 Natural Gas	3-49
3.4.1.7 Telephone/T.V.	3-49
3.4.2 Public Services	3-49
3.4.2.1 Police Services	3-49
3.4.2.2 Fire Protection	3-52
3.4.2.3 Public Schools	3-54
3.4.2.4 Parks and Recreation	3-57
3.4.2.5 Department of Public Works	3-58
3.4.2.6 General Government	3-60
 4.0 IMPACTS AND MITIGATION	 4-1
4.1 Physical Environment	4-1
4.1.1 Geology and Soils Impacts and Mitigation	4-1
4.1.1.1 Impacts	4-1
4.1.1.2 Mitigation	4-1
4.1.2 Hydrology and Water Quality Impacts and Mitigation	4-1
4.1.2.1 Impacts	4-1
4.1.2.2 Mitigation	4-3
4.1.3 Air Quality Impacts and Mitigation	4-4
4.1.3.1 Impacts	4-4
4.1.3.2 Mitigation	4-4
4.2 Biotic Resources	4-5
4.2.1 Biotic Resource Impacts and Mitigation	4-5
4.2.1.1 Impacts	4-5
4.2.1.2 Mitigation	4-5
4.3 Sociocultural Environment	4-6
4.3.1 Cultural Characteristic Impacts and Mitigation	4-6
4.3.1.1 Impacts	4-6
4.3.1.2 Mitigation	4-6
4.3.2 Development Trend Impacts and Mitigation	4-6
4.3.2.1 Impacts	4-7
4.3.2.2 Mitigation	4-7
4.3.3 Historic Resource Impacts and Mitigation	4-7
4.3.3.1 Impacts	4-7
4.3.3.2 Mitigation	4-7

TABLE OF CONTENTS (Continued)

	<u>Page</u>
4.3.4 Land Use and Land Use Planning Impacts and Mitigation	4-8
4.3.4.1 Impacts	4-8
4.3.4.2 Mitigation	4-10
4.3.5 Transportation Impacts and Mitigation	4-10
4.3.5.1 Transportation Impacts	4-11
4.3.5.2 Mitigation	4-24
4.3.6 Noise Impacts and Mitigation	4-26
4.3.6.1 Impacts	4-26
4.3.6.2 Mitigation	4-27
4.4 Public Facilities	4-30
4.4.1 Utility System Impacts and Mitigation	4-30
4.4.1.1 Impacts	4-30
4.4.1.2 Mitigation	4-35
4.4.2 Public Service Impacts and Mitigation	4-36
4.4.2.1 Impacts	4-36
4.4.2.2 Mitigation	4-41
5.0 GROWTH INDUCING IMPACTS	5-1
6.0 CUMULATIVE IMPACTS	6-1
7.0 UNAVOIDABLE ADVERSE IMPACTS	7-1
7.1 Physical Environment	7-1
7.1.1 Geology and Soils	7-1
7.1.2 Hydrology and Water Quality	7-1
7.1.3 Air Quality	7-1
7.2 Biotic Resources	7-1
7.2.1 Vegetation	7-1
7.2.2 Wildlife	7-2
7.3 Sociocultural Environment	7-2
7.3.1 Cultural Characteristics	7-2
7.3.2 Development Trends	7-2
7.3.3 Historic Resources	7-2
7.3.4 Land Use and Land Use Planning	7-2
7.3.5 Transportation	7-2
7.3.6 Noise	7-2
7.4 Public Facilities	7-2
7.4.1 Utility Systems	7-3
7.4.2 Public Services	7-3

TABLE OF CONTENTS
(Continued)

	<u>Page</u>
8.0 ALTERNATIVES	8-1
9.0 SHORT-TERM USE OF MAN'S ENVIRONMENT VERSUS THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	9-1
10.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF ENERGY SUPPLIES AND OTHER RESOURCES	10-1
11.0 BIBLIOGRAPHY AND LIST OF PREPARERS	11-1
APPENDIX A Growth Projections	
APPENDIX B Traffic Data	
APPENDIX C Letters and Public Hearing Transcript in Response to Draft EIR	

A. RESPONSE TO COMMENTS

This section presents formal responses to comments made regarding the Draft Master Environmental Impact Report (Draft MEIR) for the proposed Tracy Residential Areas Specific Plan. This section, combined with the text produced for the Draft MEIR, represent the Final MEIR.

The following pages contain comments on the Draft MEIR which have been extracted from letters submitted by public agencies and individuals during the review period. These comments are identified by numbers which correspond to the text of the letter originals; these originals are provided in their complete form in Appendix C. The comments are followed by responses which have been prepared in association with City of Tracy staff.

Correspondence was received from the following agencies, organizations, and individuals. The numbers assigned before each respondent's name refer to the code assigned to each letter for identification purposes.

1. San Joaquin County Department of Planning and Building Inspection, October 27, 1986.
2. San Joaquin County Council of Governments, October 24, 1986.
3. State of California Department of Transportation, October 9, 1986.
4. Public Utilities Commission, October 31, 1986.
5. Department of Transportation, Division of Aeronautics, October 30, 1986.
6. Tracy Public Schools, November 5, 1986.
7. MacKay & Somps, October 15, 1986.
8. Braddock & Logan Associates, October 31, 1986.
9. The Alden Company, October 30, 1986.
10. James R. Stedman & Associates, Inc., November 4, 1986.

Comments received during the September 19, 1986 Public Hearing are provided with reference number 11.

COMMENTS AND RESPONSES

- 1.1 "The E.I.R. should relate the City roadways to the County roads and analyze any impact on roads in the unincorporated area. For example, the County General Plan designates Valpico Road, east of MacArthur, as a minor collector, whereas the proposed specific plan designates Valpico as an arterial west of MacArthur (page 2-16). We are also concerned about the impacts on the unincorporated portions of Schulte Road, Corral Hollow Road, Tracy Boulevard and MacArthur Drive."

Response: The traffic projection does not anticipate any significant increases in traffic on the unincorporated portions of Schulte Road, Corral Hollow Road, Tracy Boulevard and MacArthur Drive. Except for Corral Hollow between the city limits and Valpico Road, these roadway segments are expected to receive less than 1,000 new daily trips from the Residential Areas Specific Plan. (Corral Hollow between the city limits and Valpico will receive an increment of approximately 3,760 ADT.)

- 1.2 "With respect to the projected traffic volumes indicated in Figure 4.1, as volumes on Interstate 205 increase, traffic from the southern portion of Tracy may seek alternative routes to Interstate 580. This possibility and impact on unincorporated roadways should be considered in the E.I.R."

Response: This possibility is acknowledged. While most traffic can be expected to access points west of the Altamont Pass via I-205, some motorists may use alternate routes, such as Schulte Road to the Patterson Pass interchange with I-580, or Corral Hollow Road south to this road's interchange with I-580. The number of motorists using such alternative routes during peak periods should nonetheless be well within the capacity of these two-lane facilities.

- 1.3 "In regard to the discussion of soils on page 3-1, new soil information should be available for this area from the Soil Conservation Service."

Response: The information presented in Section 3.1.1 was published in preliminary form in April 1985; it represents the most recent information (Mark Michaelhany, personal communication).

- 2.1 "COG staff is particularly concerned with the lack of attention given to roadways heading south toward I-580. In this report no roadways south of Valpico Road are discussed. This area is certain to be impacted by the development. It is felt that many residents in the areas of Corral Hollow Road, Tracy Boulevard, and Valpico Road will choose to utilize I-580 rather than I-205 for trips over the Altamont pass. Recent distance and time plots indicate that from the intersection of Corral Hollow and Mountain View it is to be only about two miles and two and a half minutes longer than traveling north on Corral Hollow Road to Eleventh Street. As traffic increases on I-205, signals are added on Corral Hollow Road north of Mountain View and speed limits are decreased the southern route will become more attractive to commuters. Recent traffic projections for Corral Hollow Road, south of Valpico Road, increase from 3,500 in 1990 to 10,000 in the year 2000. No future or projected counts are shown in this report for anything south of Valpico."

Response: As noted in the response to comment 1.1 above, these road segments are not expected to be heavily impacted by development of the Residential Areas Specific Plan. Any traffic increases which do occur should be well within the current capacity of these roadways. Improvements south of Valpico might encourage greater use of these roadways, but such improvements do not appear warranted by the Specific Plan, particularly if I-205 is widened to six lanes.

Development within Tracy beyond the current Specific Plan may have more substantial impact on roadways south of Valpico.

- 2.2 "The roadways south of Valpico will all be heavily impacted by this growth and they should be included in the report. COG staff recommends that Corral Hollow Road south to I-580, Valpico Road between Tracy Boulevard and Corral Hollow Road, Linne Road between Tracy Boulevard and Corral Hollow Road, and Tracy Boulevard between Valpico Road and Linne Road all be addressed in the report and planned as eventual major arterials."

Response: The roadways mentioned are all planned as major arterials in the Tracy General Plan.

- 2.3 "There is also no mention in this report of extending MacArthur Drive from Grant Line through to Eleventh Street. COG staff recommended this extension, in its

Commodity Movements Report of April 1986, as a measure to reduce truck traffic on Eleventh Street. As population grows the conflict between cars and trucks on Eleventh Street will worsen and the need to route trucks elsewhere will increase."

Response: The City of Tracy is committed to building the MacArthur Drive extension. However, this improvement will not be made the sole responsibility of the Residential Areas Specific Plan.

- 2.4 "COG staff agrees with the report's recommendation for pursuing funds for the widening of I-205. COG staff will develop a task force in December to study this issue. The task force will examine funding possibilities, and widening alternatives, as well as TSM measures to reduce impacts on the freeway. COG staff feels, however, that the 9% growth rate used in the report for projecting traffic on I-205 and the ramps may understate future counts. An 11% growth rate, which is the average that has been experienced on I-205, may be more realistic."

Response: Comment noted.

- 2.5 "The effect of the Specific Plan growth on the Tracy Transit System should also be addressed in more detail. To assume that demand will simply increase in proportion to population is not necessarily accurate. More attention should be given to the clientele of the Tracy Transit and how this may or may not change. It should also be discussed whether growth is expected in the services which attract Tracy Transit riders. This would include schools and senior citizen centers."

Response: Based on the type of service provided by Tracy Transit (i.e., available to all residents but primarily used by school children, the elderly, and handicapped) it is a somewhat conservative, yet reasonable assumption that the demand for Tracy Transit's services will be roughly proportionate to population growth.

- 2.6 "COG staff agrees that Tracy will have an excellent market for vanpools, carpools, and other ridesharing alternatives. These should be addressed more specifically, however. Staff feels that in planning vanpools and carpools the City should require developers to fund park and ride lots. Some discussion should be made as to where these lots will be, how large they will be, and how many will be planned. In planning new areas it will also be necessary to allow for bus turnouts and bus stops."

Response: Good locations for park and ride lots would be at or near the Eleventh Street and Grant Line interchanges on I-205. The latter location would better serve shared ride vehicles which originate east of Tracy then stop in Tracy to pick up riders, since the Grant Line interchange has a westbound off-ramp and an eastbound on-ramp to accommodate off-and-on movements in both directions; the Eleventh Street interchange does not. Park and ride lots in Tracy should initially be designed for 100 vehicles, with the potential for expansion up to 300 vehicles.

All major collector and arterial streets within the Residential Specific Plan areas have sufficient right-of-way to accommodate bus turnouts and bus stops, if and when these are needed.

- 3.1 "We agree with the concept that the City of Tracy officials should adopt a policy to pursue funds for the widening of Route 205. Development in a number of other areas in the San Joaquin Valley are adding to the congestion along Route 205 by increasing the number of Bay Area commuters. As a result, the San Joaquin County Council of Governments (SJCCOG) will soon prepare a Corridor Study to determine the future capacity requirements of this important commuter route. The SJCCOG Study will provide guidelines for decision makers regarding necessary mitigation measures and possible funding sources to increase the capacity for Route 205 in the Tracy area."

Response: Comment Noted.

- 4.1 "Based on a review of this document, the staff questions whether the traffic analysis has taken into account the numerous train movements (approximately 50 trains/day) within the Specific Plan. Disregard of these train movements can change the conclusions and recommendations given in the report."

Response: The three railroad grade separations discussed in the EIR were planned in anticipation of greatly increased railroad traffic through Tracy. Currently there are far fewer than 50 train movements per day in Tracy.

- 4.2 "It is also to be noted under Table 4.3, 'Street Improvements' (page 4-20), that about a third of the roadways proposed to be improved will require permit authority

from the Commission since the improvements will involve and include existing railroad crossings."

Response: Comment noted.

- 4.3 "Widening of these railroad crossings will require the installation of 2 additional signal units at each location improved. It should be pointed out that the cost of these signals and installations will be the responsibility of the City. The report may, therefore, wish to address this financial impact."

Response: Comment noted.

- 4.4 "Lastly, the staff notes that the report recommends installation of traffic control signals at the new intersection of West Eleventh/New Byron Road. If this intersection lies within 200 feet of the Eleventh Street railroad crossing, P.U.C. B-81.1, then the traffic control signals must be pre-empted by the railroad warning devices."

Response: Comment noted. The new intersection will be well over 200 feet West of the Eleventh Street crossing.

- 5.1 "Since portions of the specific plan area are within a mile of Tracy Municipal Airport, the Division is concerned with the potential impact the new residential development could have on the airport, as well as airport-related impacts on future development. We suggest that prospective property owners and tenants be notified of the close proximity at the airport and subsequent aircraft overflights.

In addition, since it appears that one of the proposed school sites is within two miles of the airport, the State Department of Education must be notified. It, in turn, will contact the Division and request an inspection of the proposed school site pursuant to the Education Code Section 39005."

Response: The Specific Plan shall include a policy to direct the City Council to adopt an ordinance which would provide notice of airport proximity to residences and the appropriate school districts.

- 6.1 "Following last week's discussion of the proposed relocation of the South/West middle school site, it has been brought to our attention that the new proposed site is placed directly over an old Southern Pacific oil tank. We are very concerned with this situation, and trust that it will be reviewed closely within the EIR document. If it is established that the placement of the school over this old tank makes the site undevelopable then the site will, of course, not be a satisfactory location even though it meets other locational criteria of the adopted District Planning & Development Guidelines.

If it is too late to have this new site reviewed within the EIR document then we would request that that school site be relocated off the oil tank location to avert any potential for down-line development problems. If the EIR establishes that the environmental condition of this site is such that it will not impede its development for a school site then we would not object to the maintenance of the proposed location."

Response: A policy will be included in the Specific Plan requiring all impacts from the oil tank be mitigated before development is permitted on the proposed site. If additional field work shows that the impacts cannot be mitigated or that the school cannot be moved off the oil tank and remain within the proposed site, then the alternate school site will be used. This will result in a delay in building on the alternate school site while it remains on reserve.

- 7.1 "Page 2-5 references "design guidelines" that have been provided with the Specific Plan. To date we do not recall these having been prepared. We suggest that this reference should be changed from "are provided" to "will be provided". We would very much appreciate the opportunity to review these guidelines as early on in the process as possible."

Response: Preliminary design guidelines were prepared for the Residential Areas Specific Plan in May 1986. An updated and expanded version of the design guidelines are presented in the Draft Specific Plan.

- 7.2 "On Page 2-9 reference is made to "the combined storm drainage channel, pedestrian and bicycle path" and "a landscaped storm drainage channel". During



recent Specific Plan Committee meetings the public works staff was asked to re-evaluate the channel vs. pipe storm drainage alternates in the hopes of coming up with a more cost effective storm drainage design. Since we have not yet heard or debated the results of this study, we suggest that a reference to this alternate (pipe system) design concept be made in the E.I.R. Additional references to this subject are made on Page 2-14 "Storm Drainage", Page 3-6 "Drainage". Our feeling is that replacing channels with pipe systems in the upstream areas of the drainage system (where flows are small) and a reduction of parkway width requirements in these areas may be very cost effective and have equal or more asthetic value than the current proposal."

Response: The Draft Specific Plan has included pipe systems for certain segments of the entire storm drainage system. This change was made in response to concerns that the system be more cost effective. Guidelines for developing pipe system segments are now provided in the Draft Specific Plan.

- 7.3 "On Page 2-13 city parks are discussed. In this discussion a City requirement of 4 acres of park land per 1000 residents is referenced. It would appear to us that the mini parks and parkway systems proposed by the Specific Plan, if implemented, would require developers to exceed the 4 acres of park dedication and improvement per 1000 residents. This is a matter that has not yet been discussed at any length by the development community. We suggest that the E.I.R. be worded in such a manner as not to preclude the reduction of the size of neighborhood parks in order to implement the mini park concept or to eliminate the mini park concept all together. This subject is also discussed on Page 4-40."

Response: The recently adopted Park Dedication Ordinance requires four acres parkland per 1,000 residents to be given in a dedication or in-lieu fee. The requirements of the Specific Plan will not exceed the requirements of this ordinance.

- 7.4 "Figure 4.2 shows signals proposed with the Specific Plan. It is suggested that some of these signals may not be warranted with 5 of the 11 intersections proposed to be signalized operating well within Level of Service A at or about 1/3 of intersection capacity. Can this item be further reviewed?"

Response: Signal warrants are based on such factors as delay to side street traffic and school pedestrian safety. As such, signal warrants are not directly related to intersection capacity utilization. The intersections listed are all projected to meet Caltrans warrants at buildout of the Project, even though certain intersections will exhibit level of Service A.

- 7.5 "Table 4.3 lists "Specific Plan Arterial and Collector Street Improvements". We understand that those roadway systems to be financed by the proposed Mello Roos District are not as yet defined. It is our impression the traffic counts estimated in the E.I.R. will be one of the important documents used in determining infrastructure needed by the Residential Specific Plan. Can this be made clear in the E.I.R. document?"

Response: The EIR traffic forecast, together with the Tracy General Plan and other policies of the City of Tracy are being employed by the City to determine the roadway requirements of the Specific Plan.

- 7.6 "It may occur that the total construction of certain major thoroughfares within the City, which are shown on the current Specific Plan, are not necessary for the traffic generated by the Residential Specific Plan proposed. This would occur where major thoroughfares are planned to serve future development (e.g. Corral Hollow north of Grant Line, Schulte Road east of MacArthur, New Byron Road north of Eleventh). We suggest that in these cases full improvement of the roadways not be required of the adjacent developments. As properties within the Specific Plan are going to be financing city wide improvements to mitigate their impacts of development so to should future projects "pay their way" by completing portions of roadway systems that they require."

Response: By and large, roadway improvements included in the Specific Plan are necessary to serve Specific Plan traffic. Future development will benefit from Specific Plan improvements, but the Specific Plan itself benefits from previous infrastructure improvements within Tracy. (e.g. Project development will cause five existing intersections which are currently level of service A to fall to C/D.)

Based on the traffic projection, there is one major road segment--Corral Hollow Road north of the proposed railroad grade separation--for which full widening is not

required solely by Specific Plan traffic. A reimbursement policy will be developed to sufficiently address inequities to Specific Plan developers.

- 8.1 "Why is the ultimate road system proposed for service level A at the time of final build out?"

Response: The ultimate road system is planned for service levels C or better. Some intersections exhibit LOS A at project buildout. Future development in Tracy will result in greater use of, and lower service levels at these intersections. See response to Comment 7.4 for additional discussion of this issue.

- 8.2 "Storm drainage is another concern of ours. Why is the storm drain system designed as an open channel and can this system be designed using a pipe system with a pedestrian, bicycle, and landscape path alongside?"

Response: The system that is proposed in the most current version of the Specific Plan does include a combination of both piped systems and open channels. Also refer to the response to 4.2.

- 8.3 "Finally the EIR does not address the economic impact of the ultimate financing tool that will be used to install these improvements whether it be Mello-Roos or fees in excess of \$16,000. How does this economic impact affect this over-all specific plan?"

Response: The Specific Plan Implementation Section includes a Financing Plan which mitigates the financial impacts to the City for expanded infrastructure and public services. Developers in the Specific Plan areas will be expected to support their proportional share of these costs. Calculations of these costs will be provided in the Specific Plan.

- 9.1 "Table 2.1 is confusing in that in many cases it lists, as the preferred alternative the number of low density residential units per parcel allowed pursuant to the ECU's per parcel (5 per acre). The general and specific plan allows in the LDR zone up to 5.8 per acre. It should be clear that builders, upon City plan approval, have the ability to build up to 5.8/acre of low density housing types if additional sewer permits can be obtained by the builder."

Response: Page 2-10 discusses the land use densities allowed by the Specific Plan; LDR density is set between 2 and 5.8 units per acre. The Specific Plan (as shown on Table 2.1 of the EIR and in the "Revised Material" section), allocates housing units to parcels based on the sewer allocation currently assessed to the parcels. This allocation, as set by Assessment District 84-1, is 5 units per acre. Developers may build up to 5.8 units per acre in LDR areas. However, unless additional sewer capacity is purchased, the sewer allocation to the parcel cannot be exceeded. The City has the right of first refusal when allocations are sought to be transferred to non-contiguous properties.

- 9.2 "As of this date, we have not seen the text of the Specific Plan. It should include however, zoning text so as to allow a diversity of lot sizes, setbacks etc. that may not conform to existing City zoning regulations."

Response: Comment Noted. These points are discussed in the Draft Specific Plan.

- 9.3 "On Page 4-16 reference is made to the maximum level of service being LOS C. Figure 4.2, shows the majority of intersections to be LOS A. How much could the proposed street specifications be modified so as to have more intersections operating at LOS C, and would this reduce the overall cost of construction of these improvements and, therefore, the ultimate housing prices."

Response: These improvements, based on the General Plan, will ultimately be needed to serve traffic generated by the Project and other future development in Tracy at LOS C or better. See response to comment 4.6.

- 9.4 "Tables 2.2 on Page 2-16 and 4.3 on Page 4-20 list Sequoia Blvd. as a collector street. Is this based on design or traffic volume? Figure 4.2 indicates the intersection of Sequoia and Eleventh Street as a studied intersection. If so, where can the detailed report be found?"

Response: Sequoia Boulevard is listed as a collector based on a need for a north-south collector in this area. It was first identified by DKS in its 1984 Comprehensive Traffic Engineering Analysis for the City of Tracy. A detailed analysis of Sequoia/Eleventh Street intersection was not made since only right

turns will be allowed at this intersection due to the proximity of a planned underpass on Eleventh Street. As a right-turn only intersection, traffic will flow freely at Sequoia/Eleventh.

- 9.5 "There have been discussions regarding the closure and abandonment of existing Sequoia Blvd. between 11th Street and Hickory. We would suggest a review of this as it relates to Figure 2.4 along with a response to its usefulness if it is found necessary to connect Eleventh Street to Cypress by constructing a new Sequoia."

Response: A new north-south collector connected to Eleventh Street at the current intersection of Sequoia/Eleventh would be useful to residents of the Corral Hollow area, particularly if the existing segment of Sequoia Boulevard between Eleventh Street and Hickory is closed. In either event, the north-south collector would not need more than a 64' right-of-way and need not follow the exact alignment indicated in the schematic Figure 2.4

- 9.6 "Paragraph 3.4.2.6 on Page 3-60 refers to a "one-stop" permitting process. A more definitive process needs to be implemented in order to keep this process "streamlined" while reviewing 1,200 units annually."

Response: Comment noted. A very detailed permit processing program has been prepared, and is presented in the Draft Specific Plan.

- 9.7 "How do the estimated standards in Table 4.9 on Page 4-39 compare to other communities in California who have experienced growth during the past few years? Please explain the methodology and underlying assumptions relative to the development of the student generation standards."

Response: The information in Table 4.9 was provided by the Tracy School District, School Facilities Development Department, in the "Growth Rate Impacts on Tracy Public Schools" report presented April 8, 1986 to the Tracy School District Governing Board. The estimates are relatively similar to many school districts in the Bay Area and the Sacramento area. The estimates consider both past trends and future family size.

- 9.8 "The first sentence in the last paragraph in Section 3.4.2.3 on Page 3-57 states "construction of new schools is limited to times when State Funding is available". Are there not other methods available to finance the construction of new schools, and if so, please comment?"

Response: The sentence on page 3-57 reads "Presently, construction of new schools is limited to times when state funding is available" (emphasis added). The paragraph also goes on to mention Mello-Roos districts as a financing mechanism which is also available to the Districts, but is not currently in use.

- 9.9 "The last sentence in Section 3.4.2.3 on Page 3-57 references State Agencies releasing "new monies once every four years". Is this an accurate statement, and would it be more accurate to say these monies are available during the four years between issuances of bonds and not just available once every four years?"

Response: This sentence should be revised to read: "The application process for receiving state funding for school facilities often takes approximately four years, from start to finish. If state funding is required for financing school facilities in the Specific Plan areas, this application process must be completed. Alternative funding mechanisms, such as Mello-Roos District financing, which are controlled by the locality may be able to issue bonds for new schools at a faster rate than the state funding application process."

- 9.10 "Reference is made to the "Optimum Capacity" of schools on Pages 3-54 and 3-56. What is the determining factor in arriving at the number for optimum capacity, and how does this figure compare to state-wide classroom sizes? If the schools presently exceed their optimum capacity, please comment on the rationale for having new home builders and buyers pay for enhancements beyond that needed for State acceptable service."

Response: Definitions of "Optimum Capacity" of schools in the Tracy School District are provided in the "Draft School Facility Planning and Development Guidelines", October 1985. Optimum Capacity is determined by evaluating the average number of students per classroom, as well as comparing the total number of students per school to the acreage of the school site. These guidelines are identical to the State Minimum Standards.

The schools identified in the Specific Plan are planned to conform with these standards. They are not intended to ease the District's current capacity problems, but to provide the necessary facilities for future children.

- 9.11 "The second paragraph in the Storm Drainage Section on Page 4-31 refers to changing the "Master Plan". What actions need to take place in order to revise the Storm Drainage Master Plan?"

Response: The Storm Drainage Master Plan may be revised by resolution of the City Council.

- 10.1 "The first comment concerns text on Page 2-5. The fifth paragraph indicates design guidelines are provided in the proposed plan to serve as standard for developers to follow in the design of Subdivisions. To date we are unaware of any formal guidelines having been adopted, the wording should be so modified."

Response: Refer to the response to comment 4.1.

- 10.2 "The second comment pertains to Page 2-13, the fourth paragraph; it states that school and park sites are located next to each other in order to allow joint use of the playground and park facilities and to reduce the amount of land required for each use. When comparing this statement to the preferred alternative plan for the Corral Hollow/Sycamore Park Planning area we note an incongruity. Half of property twelve, the existing school property, has been labeled for high density residential use, and a portion of Parcel 11 has been denoted as Neighborhood park. It would be more equitable to preserve Parcel 12 for park and schools uses and maintain a low density residential designation for all of Parcel 11."

Response: Comment noted. Please refer to the revised map in Section B.

- 10.3 "The third comment concerns Table 2.2 on Page 2-16. The table does not contain a complete listing of all the arterial streets and collector streets currently shown on the preferred alternative maps."

Response: Comment noted. Table 2.2 has been revised as follows:

**Table 2.2
(Revised)
Specific Plan Arterial and
Collector Streets**

Arterial Streets:

<u>Roadway</u>	<u>Segment</u>
Grant Line Road	All
Eleventh Street	All
Corral Hollow Road	All
Tracy Boulevard	Linne Road to I-205 Freeway
Lowell Avenue	Corral Hollow to Tracy Blvd.
Schulte Road	Sycamore Parkway to MacArthur Blvd.
Valpico Road	Corral Hollow Road to MacArthur Drive
Lincoln Boulevard	South of Grant Line Road to West Eleventh Street
Central Avenue	Eleventh Street to Tracy Blvd.
Sycamore Parkway	Tracy Blvd. to Corral Hollow Road

Collector Streets:

<u>Roadway</u>	<u>Segment</u>
Lincoln Blvd.	Extension north of Grant Line Road
Lowell Avenue	West of Corral Hollow
Byron Road	Northwest of Corral Hollow Road
Sequoia Blvd.	Sycamore Parkway to Eleventh Street
Cypress Lane	All
Tennis Lane	All
Kavanaugh Ave.	All
Mt. Diablo Ave.	All
East-West Collector	Central Avenue to R.R.
North-South Collector	Lowell Avenue to Grant Line Road

10.4 "Item four pertains to Page 3-5, the subheading "drainage". This section notes a reduced need for irrigation as a result of development taking land out of agricultural use. However, the abandoning, realigning, or modification of existing irrigation facilities that would be necessary to accommodate new infrastructure, (i.e. streets and drainage channels) is not addressed."

Response: Future use of existing irrigation facilities is an administrative procedure which should be settled by developers with the irrigation districts. Developers who wish to accommodate the existing channels should follow irrigation district policies. Developers who wish to abandon a channel must negotiate the issue with the district.

10.5 "Item five is a general observation of that section of the EIR labeled "Transportation Impacts and Mitigation". Table 4.4 on Page 4-21 lists volume/capacity ratios at key intersections. All ratios shown are very low for most of the intersections in the Specific Plan area. The lane configurations shown in the appendixes indicate double left hand turn lanes. It seems many of the under utilized intersections should be revised with single left hand turn lanes. Volume/capacity ratios for a down scaled model may be adequate and more cost effective."

Response: All intersections were modelled with no more than one left turn lane on any approach.

10.6 "The sixth item involves Figure 4.1 which shows projected traffic volumes on arterial and collector streets. This figure does not include all of the arterial and collector street improvements that are noted on Table 4.3. Can it be assumed streets not shown on Figure 4.1 will not be deemed essential by the Final Specific Plan?"

Response: Such an assumption would be incorrect. Traffic volumes are shown only for major streets on which capacity utilization may be of concern. The lower volume minor streets not indicated in Figure 4.1 nonetheless will play an essential role in connecting households to the major streets.

11.1 "The way it's drafted right now, it may be more of an editorial thing rather than a substantive comment; that is, it only identifies two ways to mitigate the school impact. One is to be satisfied with the crowding and the second is to regulate growth. I believe the third mitigation that should be in there is to establish an adequate local financing tool to provide the facilities as they are needed. Like I say, I think it's more of an editorial sort of problem because elsewhere in the document, they do reference the fact that we are developing that local financing tool in order to mitigate the school impact problem. It's just that for some reason it did not show up in the mitigation section of the report."

Response: Comment noted. Establishing an adequate local financing tool to provide school facilities is another mitigation measure to reduce impacts on schools.

Information on the proposed Mello-Roos District will be presented in the Specific Plan Financing Plan.

- 11.2 "I'm concerned on two sites, one the site of the 6-8 or the middle school located in the south-west quadrant which, as shown on the plan right now, is relatively close to the railroad tracks and we were hoping that the environmental report would somehow address that; whether that is an environmental concern or not."

Response: The map has been revised to alleviate this problem. Refer to Section B.

- 11.3 "And then there's the K-5 school on the southeast section of the community where it seems to be placed relatively close to the powerline corridor that runs through that section, and again, we'd like that to be addressed, because it will have to be addressed at some point and it would make the EIR more complete for our outline purposes if those could be addressed at this time."

Response: State policy specifies that schools should be located a minimum of 400-feet from transmission lines. The Specific Plan maps adhere to this policy.

- 11.4 "Fred Muser, McKay and Soms; 2600 Kitty Hawk Road, Livermore, California: I'm here tonight on behalf of the William Lyon Company with respect to the Filippini property. The one comment we have is with respect to the acreage listed in a number of tables in the EIR with respect to the property acreage and also the equivalent consumer units. The acreage that's listed in the EIR is set at only 72.5 acres and it is actually 76 acres. One of the tables is 3.13 on 3-30. Also the equivalent consumer units are listed as 362 and it should be 380. And I'd like to submit a letter from a corporation unto the EIR that was sent to Mike Locke on September 16 on this regard. Thank you."

Response: Comment noted. These numbers have been corrected and are shown in the revised table provided in the section for new material.

- 11.5 "Chuck Schneider, 2420 Camino, San Ramon, representing the owner of Parcel 21: I really don't like to belabor this point, but it has to do with the land use designation on that parcel. On the plan it's shown partly as low density and partly as high density. I think I understand why it was designated that way. We requested

medium density as it was originally shown on one of the earlier specific plans. We're having a hard time figuring out exactly how we're going to develop that property, but it probably, most definitely won't be low-density and high-density. since this specific plan will also be an amendment to the general plan, I think that we're a little concerned with the present designation. We'd rather have it shown as medium density residential."

Response: Comment noted. The land use designation for this parcel has been revised. It is shown as MDR on the revised map and table provided in Section B.

- 11.6 "I have another comment on page 2-10. I think it relates to what I just said. I really can't understand what is meant by the last paragraph under Residential. I wonder if somebody could explain that."

Response: The statement on 2-10 reads: "within each land-use designation, developers may use the Sewer Allocation on a sliding scale to create a plan development. Residential unit types may be built at densities higher than the Sewer Allocation density standards but the gross density of the designated area cannot exceed the maximum density allowed by the Specific Plan land-use designation." In the General Plan, there is a statement about densities shown on the General Plan as being overall limiting densities. For example, if on the General Plan, a large area is shown as low-density residential, the General Plan document states that within that low-density residential area, it might be possible to have multi-family housing as long as the overall density of that whole acreage is not exceeded.

- 11.7 "I have another question. Or it may be just a clarification. The table above that paragraph that says 'Unit Types' shouldn't that multi-family be medium density? Isn't that about the second line in that table? And the sewer allocation be 220 instead of 225?"

Response: Correct. The table should be revised to read:

<u>Residential Density</u>	<u>Sewer Usage Per Day</u>
Low Density Residential (LDR)	275 gallons
Medium Density Residential (MDR)	220 gallons
High Density Residential (HDR)	200 gallons

- 11.8 "And then, in the paragraph immediately up above that, the second sentence, 'sewage allocations were based on the density of five units per acre for LDR and it says eight units per acre. Wasn't that ten units per acre for MDR?'"

Response: The sewer allocations were based on 5 dwelling units per acre for LDR and 8 dwelling units per acre for MDR.

- 11.9 Ann Parks, Interland Corporation: "I believe if you'll check the records after our first meeting on the 84-1, I came into the Planning Commission, collected the acreage on our parcel no. 19. Unfortunately, I don't have the figures with me, but instead of the 91 some acres, I believe it is 93 some acres. I can give the city a call about that tomorrow."

"The acreage is incorrect?"

"I believe so. And I did come in to correct it after our first meeting, but unfortunately, we've had a couple of meetings since then, and I don't remember the exact acreage and I don't have the information with me."

Response: The available information gives the acreage for Parcel 19 as 91.69 acres.

- 11.10 "Also, is it intentional that on the drainage ditches etc. that there's no widths or anything quoted in the environmental impact report; is that because the council hasn't voted on it yet or the more ambiguous it is, the better off we are?"

Response: Two alternative storm drainage channel designs are presented in the Draft Specific Plan. The exact nature of the channel will be determined during the design phase. The environmental impacts are expected to be the same for both alternatives.

- 11.11 "On page 1-1 there's a reference to general plan amendment and on page 1-4 there's a reference to general plan amendment and I guess the only comment I have there, is that we've been saying all along that the specific plan does deviate from the original general plan. There is an amendment required. If there wasn't

deviation from the general plan, it would seem to me that you would merely incorporate the specific plan into the existing general plan."

Response: Comment noted.

- 11.12 "I just want to bring these out; on page 2-4, in essence, the paragraph just above 2.3 Project Description; it states 'In 1984 Sewer Assessment 84-1 was established which financed the city's existing sewer facility construction and sewer lines to the specific plan areas as well as to other areas of the city. These improvements are expected to be completed in early 1987 and at that time, the specific plan areas are expected to be available for development'. I merely read that to illustrate what our understanding was when we entered into the assessment district; that, indeed, in spring of 1987, we will be able to develop these properties. During the workshop period, it came to light that areas south of the extension of Schulte Road were in great jeopardy because of the water situation. Apparently, we would have to wait, at least the consensus was, two years, for the water to be developed in that area to provide service for development. We were basically told that we would not be able to develop anything within that time frame. Well, that wasn't our understanding, and I think that's an issue that needs to be resolved very quickly."

Response: Comment noted

- 11.13 "In regard to issues, at least, on a more personal level with my clients, and referring to Table 2.1 on page 2-6. Some of the items which we discussed with staff were some changes in roadway alignments and also in land use, specifically, Parcel 9, Mr. Quierolo's property, the commercial site on Corral Hollow road, we asked that this be changed from an eight-acre commercial site to a 14.9 acre commercial site. So we want this to be on record, at least, that that was our request and that we need to have that still in the forefront until the decision has been made. In regard to Parcel 12, the Tracy Schools' property, we have before the School District, right now, a couple of proposals to move the six-eight school site, essentially, flip it onto the other side of the Sycamore Parkway and there are several options that could occur there. We could utilize the excess ten acres of school property as part of the 6-8 school site; that's one option. Or we could just merely flip over the junior high school site to the other side of the street so we

need to keep that also in mind that that could occur depending upon the school district and the city's reaction to our proposal."

Response: Comment noted. The revised map and table are provided in Section B of this report.

- 11.14 "The other item that I was concerned about was, say, page 2-13, we start to get into the parks program, you might say, we refer under parks, then, to the specific plan proposing a three-tier program of park development; mini parks, neighborhood parks, and a community park. And here we get into this issue thing again, we have advocated that the park way, which of course, links the parks together, the schools together, etc., be included in the park system and that there be some credits for either park fees or storm drainage fees applied toward this acquisition. On a more equitable basis, then, if there is adopted by the council a dedication policy, of course, of four acres per thousand residents, we would want the city to consider the dedication of parkway in this same perspective."

Response: Comment noted. The Parkland Dedication Ordinance has been adopted. The Specific Plan will determine the precise requirements for this dedication.

- 11.15 "The other thing on page 2-16, where we have the Table 2.2 in the specific plan arterial and collector streets, during our discussion of issues, again, at the workshops, we were kind of concerned with Sequoia Boulevard, which essentially ended up being a 76 foot street; I think we had a backup situation, etc. and our just practical comments were if Sequoia was going to be restricted to frontage, such as lots, etc., we would probably prefer to see that in the 84-foot category and have it funded by the funding program for major streets."

Response: Comment noted. Refer to the revised map in Section B.

- 11.16 "I might say, that as I read through the material, I ran across a reference to the storm drainage system, the lack of water that would be going through it in dry summer months, which would create a concentration of pollutants and there might need to be some consideration given to this and I remember thinking 'Oh, I hadn't thought of that' and then reading on. Today, I was in an environmental meeting in

Oakland where I was told of a pending law that says that cities or entities must have a plan in place to take care of such situations as that or pay the \$2500 per day fine and the Council members face jail terms. Now that got my attention. (Applause and laughter.) And so, believe me, we're going to be looking at this document in great detail, even as you are, because there are things there that affect everyone of us."

Response: The impact has been adequately identified in the Draft MEIR and will be further addressed during the design phase of the storm drainage system.

- 11.17 "We don't have the infrastructure in place; we need the infrastructure in place before we can do this development. And that gap: how we get this infrastructure in place, didn't seem to be adequately addressed here, at least, as far as I was concerned."

Response: The Implementation Section of the Specific Plan will provide information on financing and phasing the necessary infrastructure and public facilities.

- 11.18 "Another area that I don't feel was adequately or mentioned at all, was the impact mitigation on 4-6 as specifically 4.3 under the label as social cultural environment and in 4.3.1, cultural characteristics impact and mitigation and when all they talk about are the number of houses and the number of people that are going to be going over the hill in a few years."

Response: Refer to the response to Comment 11.23.

- 11.19 "I'll mention another page that got my attention; 4-4, as it was relating to the pollutants regarding our air quality. The chart in the middle of page 4-4 shows the various pollutants and the expected amounts based on the starts and stops of driving out of town and coming home. the figures at the extreme right hand side show total emission tons per day. I added those up and that's 13.9 tons per day in Tracy--of pollutants in the air, and I thought about well, on a nice windy Spring day in April that wouldn't be too bad, it would move on to Modesto or someplace. But what about on a foggy overcast winter day when there's no wind blowing and we get 13.9 tons added everyday again. Wow! We're going to have to turn on

some big fans or something. That seems like a tremendous amount of pollutants. I don't know what to answer to that, except what you said: 'Don't come!' Just live here in the summer, maybe."

Response: Comment noted. Please note in the text below the Emissions Table on page 4-4 that the projected emissions are a very small percentage of the 1987 forecasted emissions for San Joaquin County. The conditions described in the statement are considered in the San Joaquin County Air Quality Management Plan and by the analysis in the Draft MEIR. No additional mitigation measures are necessary.

11.20 "I'm afraid that with the rate of growth, that the development will outpace the development of the infrastructure."

Response: A Growth Management Plan which specifically addresses coordinating development with infrastructure capacity, will be provided in the Specific Plan. A separate EIR Supplement is being prepared to review this Plan.

11.21 "I would like to know what happens also among 1200 units of what we are basing this plan on. What happens if someday somebody wants to build 2000 units this year and how will that affect us?"

Response: Refer to the response to comment 11.20.

11.22 "And Mr. Chairman, don't you also believe that market conditions could have a heck of an impact also, in other words, we might sit here in great wisdom and say we will allow 1200 units a year, but in the very first year, due to market conditions, 30 are built, which could be rather disastrous, I would think. And it also could be that in four years from now that there would be a larger number wanted to be built. I still think that market conditions, I mean, that these builders aren't going to just go out and all of a sudden all want to build every lot out because they aren't going to sell that fast, unless we struck gold or oil in town that I don't know about. And I just think that market conditions will. . . what Livermore decides to do could have an effect on us."

Response: Comment noted.

11.23 Richard Soto, "This whole section on page 4.6 deals more with density and the employment of people and where they will be commuting to. In terms of social-cultural environment, I think this is something that people as a group make up a cultural environment. One of the citizen task forces, the one dealing with shopping centers and so forth, was looking at the kind of theme that shopping centers transmitted and the fact that by that people were attracted by that. Now, with the number of people coming into Tracy, is Tracy going to become a community where people will actually come here to have dinner, or will they continue to go out to have dinner? It's something to, well, consider.

"There is going to be a lot of people here you know. Are we just putting them in houses and expecting them, as this deals with employment, expecting them to leave at six in the morning and come back at seven at night? There has got to be some other things that are more social and culturally relevant than density and where they are working.

"Tracy has been characterized as a small rural community, it's not going to be that. It's going to impact some residential neighborhoods and some of those things have been addressed by the character of the neighborhood, the greenway of the open, what I refer to as a jogging pathway, other people call it walking, bicycling. I think one of the other things that other communities have had problems with a recent social thing called malling where people primarily young people go to malls and just hang out and that creates a certain problem for law enforcement for business people. Are we going to have that or are we going to be prepared for it or are we going to offset that by planning something for young people to do? I would imagine that people who have been involved in planning other communities have possibly experienced this more than we who are doing this a first time."

Response: While it is beyond the required scope of an Environmental Impact Report to address social conditions which may result from a proposed project, there are programs that the City could initiate which would be aimed at preventing the social problems suggested by the commentor. The Specific Plan suggests the City establish a Recreation and Park Department which would provide organized activities for people of all ages. Beyond this, community

centers and programs which facilitate parent/teacher/student relationships might also be appropriate. While the Specific Plan does provide guidelines for creating a high quality living environment, the concerns addressed by the commentor unfortunately cannot be resolved entirely by a plan which primarily focuses on land development.

Additionally, as development occurs in the Specific Plan areas and new families move to Tracy, there will be more opportunities for businesses which provide family-oriented activities and cultural events to establish within the city. Promoting and supporting these businesses will be critical to building a vital and healthy community.

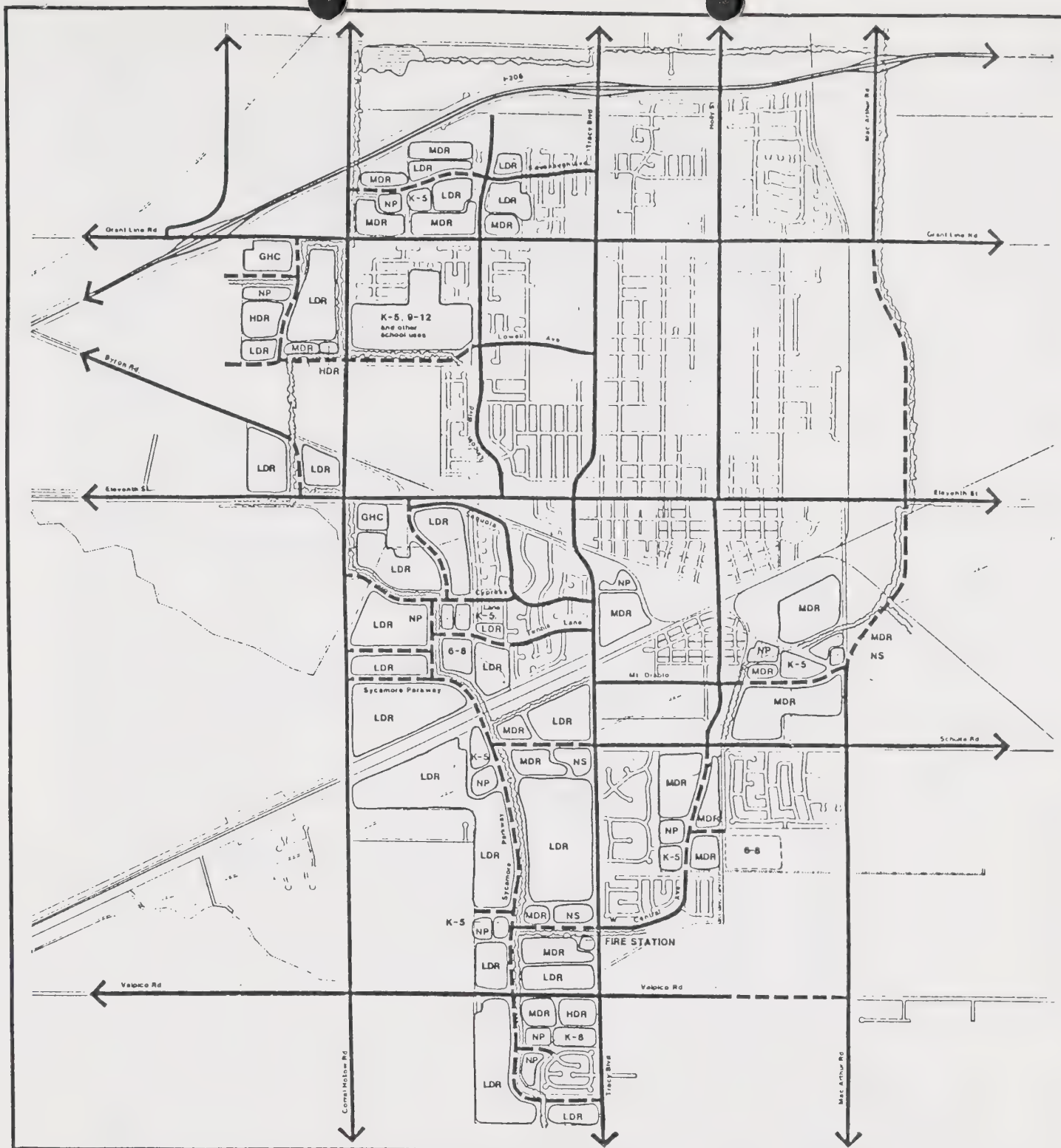
11.24 "Would you include a question for me concerning that 14 tons a day of pollutant? What if we have two weeks in a row, as we do, two or three weeks of fog at the tree tops--no wind. Would that exceed the quality of air that would keep us a step ahead of the L.A. basin?"

Response: Refer to the response to comment 11.19.

B. REVISED MATERIAL

The following pages provide the most recent Specific Plan map and land use data table. They include revisions suggested in the comments made on the Draft MEIR.

Additionally, a Growth Management Plan has been proposed as a part of the Specific Plan. An EIR Supplement is currently being prepared to review the environmental effects of this proposed plan.



Tracy Residential Areas Specific Plan

Prepared by
EDAW inc.

in association with
Wilsey & Horn
DKS Associates
Barber-Weiss Associates

December 18, 1988

0 500' 1000' 1500' 2000'



SPECIFIC PLAN

- | | |
|-----------------------------------|-----------------------------------|
| Retention Basin | Storm Drain/Open Space Corridor |
| Existing Arterials and Collectors | Proposed Arterials and Collectors |
| LDR Low Density Residential | NP Neighborhood Park |
| MDR Medium Density Residential | GHC General Highway Commercial |
| HDR High Density Residential | NS Neighborhood Shopping Center |
| 9-12 High School | |
| 6-8 Middle School | |
| K-5 Elementary School | |

Table 3.1
Tracy Residential Areas Specific Plan
Land Use Data

Development Parcel	Property Owner/ Option Holder	Land Use								
		Sewer Allotment			Dwelling Types ^a			Community Facilities		
		Total Acres	Equivalent Consumer Units	Total Gallons (275 gal./ ECU)	LDR	MDR	HDR	Commercial (AC)	Schools (AC)	Neighborhood ^b Parks (AC)
1.	Standard Pacific	38.24	191	52,580	0	239	0	0	0	8
2.	Tracy Assoc./Atherton Kirk	59.24	298	81,455	95	251	0	0	7	2
3.	Arnaudo	32.75	183	45,031	82	102	0	0	0	0
4.	Pombo	52.18	280	71,747	174	0	0	15	0	3
5.	Glynn/Bright	44.04	220	60,555	80	0	193	0	0	3
6.	Barenchi	5.22	28	7,177	28	0	0	0	0	0
7.	Grewall/CAPCO	22.19	111	30,511	50	29	52	0	0	0
8.	Reeve/Braddock & Logan	47.30	237	65,037	237	0	0	0	0	0
9.	Quiero/lo/Suburban Resources	14.90	74	20,487	0	0	0	15	0	0
10.	Sasaki/Alden Co.	57.39	287	78,911	287	0	0	0	0	0
11.	Homestead	73.70	368	101,337	368	0	0	0	0	2
12.	Tracy Schools	24.88*	--	***	0	0	0	0	20	5
13.	Kagehiro/Beck Development	103.80	519	142,725	519	0	0	0	11	0
14.	Gomes/Signature House	27.27	138	37,498	138	0	0	0	0	0
14b.	Gomes	114.82	573	157,802	500	91	0	0	4	4
15.	Lourence	39.55	198	54,381	198	0	0	0	0	0
16.	Bogetti	38.79	194	53,338	0	170	0	10	3	4
17.	Renown Enterprises	79.82	398	109,477	398	0	0	0	0	0
18.	Jones/Petrig	150.82	753	207,102	502	234	0	11**	7	8
19.	Margin Group/Interland	91.89	458	126,073	235	82	217	0	10	8
20.	Industrial Dynamics	39.82	198	54,477	198	0	0	0	0	0
21.	Higgins/Falcon	43.54	348	95,788	0	435	0	0	0	0
22.	Van Bebber	2.00	18	4,400	0	0	0	2	0	0
23.	Hotchkiss/Stanford S and L	34.19	218	59,950	0	272	0	0	7	1
24.	A & P Properties/Valley	48.48	284	72,600	0	331	0	0	0	7
25.	Filipini/Lyon	78.00	380	104,500	0	475	0	0	7	8
26.	Tracy Schools	90.75	--	***	0	0	0	0	91	0
27.	Dynasty	30.49	244	67,078	0	305	0	0	0	8
TOTALS		1,483.02	7,130	1,981,813	4,115	3,018	482	48	163	87

^a Sewer capacity requirement based on LDR = 275 GPD, MDR = 220 GPD, HDR = 200 GPD, commercial = 1,600 GPD/acre.

^b Acreage does not include the Community Park site.

* Surplus land at this school site could be sold for residential development if sewer capacity is transferred to the site.

** Includes 1 acre land allocation for a fire station.

*** 50,000 gallons have been allocated for the expansion of Tracy Schools.



APPENDIX C
Letters and Public Hearing Transcript
In Response To Draft EIR

U.C. BERKELEY LIBRARIES



C124893679